# ODHS

# 1988 ANNUAL REPORT AND CRASH FACTS

THE
OHIO DEPARTMENT
OF HIGHWAY SAFETY

Dear Governor Celeste:

On behalf of the staff at the Ohio Department of Highway Safety, please accept this 1988 Annual Report and Crash Facts.

This document highlights the activities and accomplishments of the Department and provides statistical information on traffic crashes in Ohio, including injuries and fatalities.

The Bureau of Motor Vehicles, the Administrative Division and the Ohio Highway Patrol worked together for one of the most outstanding years in history for traffic safety, as we saw traffic fatalities decrease 1.3 percent.

I would like to recognize the dedicated employees that work in the Department for their outstanding efforts to make our roadways safer. As our work continues into 1989 and beyond, we look forward to the challenges we must face.

I am proud to be a part of your administration, an administration which has truly shown its support in traffic safety to help save Ohio lives. And, with your support and that of the Ohio General Assembly, we will strive to make 1989 the safest year yet.

Sincerely,

WILLIAM M. DENIHAN
Director

*Richard F. Celeste*
*Governor*

*William M. Denihan*
*Director*

The Ohio Department of Highway Safety wishes to express its appreciation to all of the departments and agencies that assisted in the preparation of this publication. Special recognition is given to the Ohio State Highway Patrol, and to county sheriffs and local city, village and township police departments throughout the state for their efforts in gathering much of the base data used.

Compiled and edited by the 1988 Annual Report and Crash Facts Committee:

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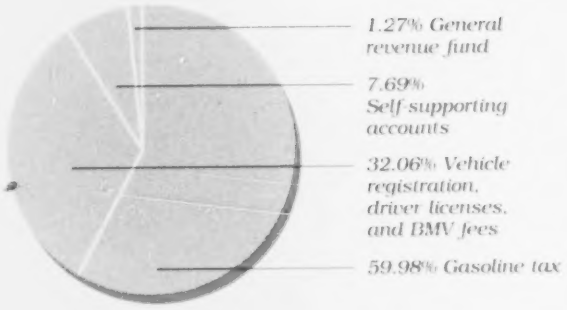
## FUNDING


1.27% General revenue fund
7.69% Self-supporting accounts
32.06% Vehicle registration, driver licenses, and BMV fees
59.98% Gasoline tax

The funding for the Ohio Department of Highway Safety comes from a variety of sources. While the bulk of the department's funding comes from tax revenue generated from the sale of motor vehicle fuel and from vehicle registration and licensing fees, the balance of the budget comes from a number of self-supporting accounts, including federal grants made available from the U.S. Department of Transportation.

Fueled by Ohio's gasoline tax, vehicle registration fees and these accounts, the department carries out its enforcement, regulatory and educational efforts through its three divisions.

| | |
|---|---|
| 59.98% Gasoline tax | $ 93,838,781 |
| 32.06% Vehicle registration, driver licenses, and BMV fees | $ 51,009,274 |
| 7.69% Self-supporting accounts | $ 12,241,069 |
| 1.27% General revenue fund | $ 2,016,994 |
| Total 1988 Expenditures | $159,106,118 |

## OHIO DEPARTMENT OF HIGHWAY SAFETY

The Ohio Department of Highway Safety, through its three divisions, the Ohio State Highway Patrol, the Bureau of Motor Vehicles and the Administrative Division, administers and enforces the laws relating to the registration, licensing, and operation of motor vehicles.

The department is one of the few cabinet-level agencies required by law to educate the public. Many awareness campaigns are designed to prevent traffic crashes or reduce the number of deaths and injuries in crashes when they occur.

In 1988, Ohioans traveled more than 81 billion miles on Ohio's 111,819 miles of roadway. Ohio's fatality rate for 1988 was 2.16 per 100 million miles traveled, a decrease from 1987's 2.24 death rate.

*Colonel Thomas W. Rice*
*Superintendent,*
*Ohio State Highway Patrol*

*Michael J. McCullion*
*Registrar,*
*Bureau of Motor Vehicles*

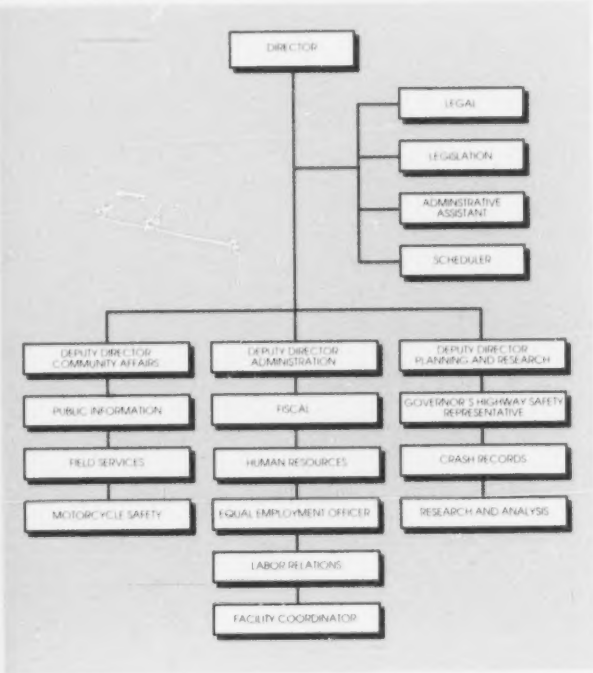
*Robert C. Simpson*
*Deputy Director,*
*Community Affairs*

*Cathy Copeland Mock*
*Deputy Director,*
*Administration*

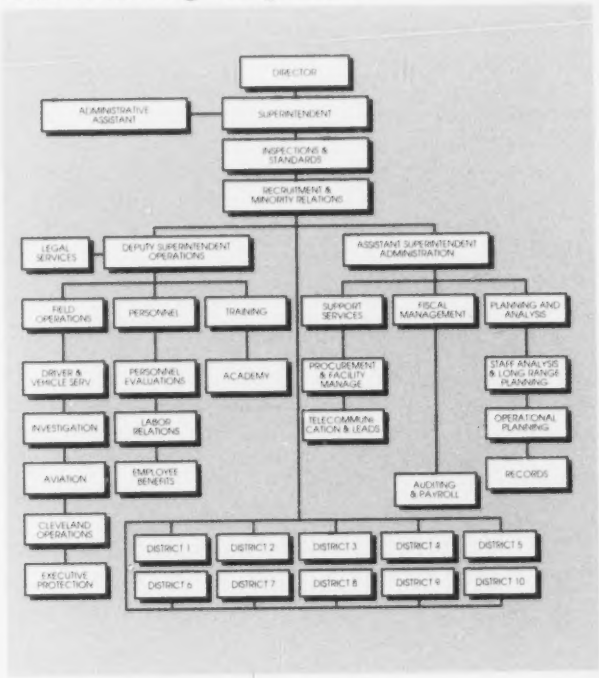
*Gary L. Holland*
*Deputy Director,*
*Planning and Research*

# ORGANIZATIONAL CHARTS

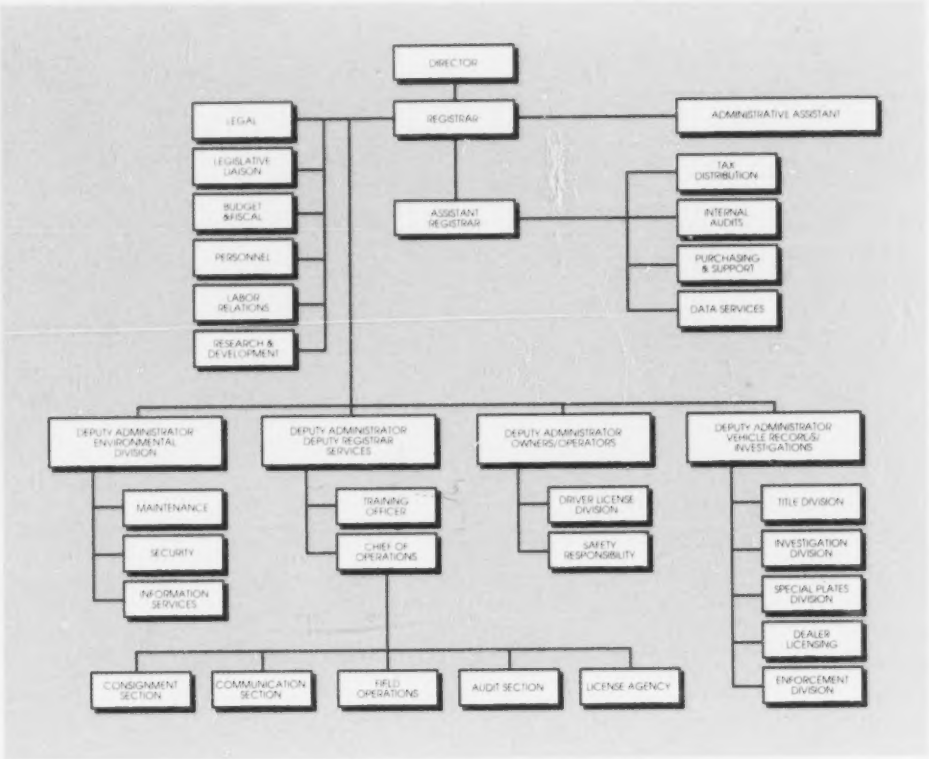
## *Administrative Division*




## *Ohio State Highway Patrol*



## *Bureau of Motor Vehicles*



## VEHICLE REGISTRATION REFORM

Governor Celeste signed Am. Sub. Senate Bill 1 into law which called for a major overhaul in the state's current system of issuing vehicle registrations. The law established a centralized mail-in option for vehicle registration renewal, and a system of vehicle registration based on the owner's date of birth after registering one more time in 1989. The law also depoliticizes the system of deputy registrar appointments.

The Bureau of Motor Vehicles geared up for the first group of potential mail-in applicants. Vehicle owners whose last names begin with A and B were sent a renewal application in December, 45 days before their renewal date.

Motorists must renew during their regular month one more time in 1989 and pay a pro-rated fee during the 17-month transition period. Birthdays will become the permanent expiration date for renewal after the change-over.

All deputy registrars were trained as out-of-state inspection stations, a step toward the "One-Stop Shopping" concept of vehicle title and registration issuance.

*Governor Celeste signs Am. Sub. Senate Bill 1 into law as several key figures look on (left to right): Dr. David Warren, chairman of the task force; State Rep. Marc Guthrie, D-Newark; Registrar Mike McCullion; State Sen. Grace Drake, R-Solon and sponsor of the bill; and Director Denihan.*

## LOCAL FUNDING NEEDS

Over $4.5 million in federal funds were provided to Ohio communities and local agencies for traffic safety programs. Community-based traffic safety programs supported the department's programs. In 1988, the department funded 37 community traffic safety programs which provided materials and outreach at the grassroots level on traffic safety issues. In these communities, broad-based community awareness programs address drinking and driving, speed, safety belts, and child passenger safety.

Federal funds were also awarded to local agencies for use in the areas of occupant protection, alcohol and other drugs, traffic records, motorcycle safety, motor carrier safety, police traffic services, selective traffic enforcement of 55/65 mph speed limits, traffic engineering, emergency medical services, and comprehensive traffic safety programs.

## DRINKING AND DRIVING

Motorists driving under the influence of drugs or alcohol still remains the largest factor in motor vehicle fatalities. In 1988, troopers detected and removed 33,211 alcohol/drug impaired drivers from Ohio highways.

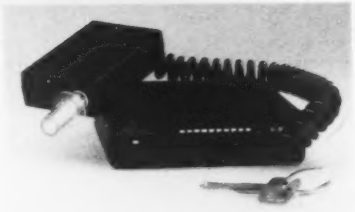
To reach the public with this national problem, the department continued its awareness efforts during the prom/graduation season and the holiday season when alcohol crashes increase.

Thousands of Ohioans were impacted with messages or materials from the department's holiday season campaign, "Celebrate Today, Live for Tomorrow, Don't Drink and Drive." The department distributed campaign materials to hotels, bars, restaurants, gasoline stations, state liquor stores, and community groups.

"Make It To Your Future" promotional materials were developed and distributed to high schools during the prom and graduation season. In addition, the department provided $200 mini-grants to 217 high schools for after prom and graduation "chemical-free" activities.

The Ohio General Assembly passed a law permitting judges to order the use of ignition interlock systems for repeat DUI offenders.

*Director Denihan kicks-off "Project Graduation" activities at Independence High School in Franklin County. "Project Graduation" is a drunk driving awareness campaign aimed at high school students during prom and graduation season.*



*This device, an ignition interlock system, prevents intoxicated drivers from driving by requiring them to blow into the tube before starting their vehicle. If the driver has too much alcohol in his/her system, the device will not let the driver start the car.*

The department sponsored a pilot project to test the effectiveness of portable breath-testing instruments. The Ohio Highway Patrol is testing various portable breath-testing instruments to determine what, if any, impact they have on impaired driver detection. This project will be evaluated during 1990; however, initial response from both law enforcement and judicial communities has been favorable.

Five Ohioans were recognized by the National Commission Against Drunk Driving (NCADD) for their contributions to removing drunk drivers from the road. The winners were taken to Washington D.C. to accept their awards during the awards luncheon in December.

Finally, the Director formed a broad-based statewide Alcohol Counter-measures Task Force to compile a list of recommendations in an effort to reduce drunk driving crashes in Ohio. The recommendations will be presented to the Governor and the Ohio General Assembly for consideration as legislation.

*Five Ohioans received recognition from the National Commission Against Drunk Driving during a December luncheon in Washington D.C. The winners were Franklin County Municipal Judge Marvin Romanoff, Springfield Highway Patrol Post Commander Lt. Paul McClellan, Southwestern Ohio MADD founder June Taylor, Director William M. Denihan and Kent State University student Barb Eisenhart.*

## SAFETY BELTS

The "Saved by the Belt" Club has inducted more than 1,000 members since the passage of the safety belt law in 1986. The department established the program to help increase public awareness about the lifesaving value of safety belts, by publicly recognizing individuals who survive serious traffic crashes while belted.

A new safety belt campaign was unveiled entitled, "Your Life is in Your Hands." The campaign involved billboards, television public service announcements, radio commercials, shopping mall displays, parking lot signs, and development of a speakers bureau.

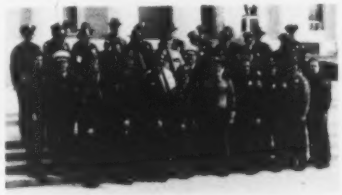
*Billboards displaying the department's new safety belt advertising campaign message were placed in strategic locations across the state.*

The $500,000 campaign was funded through safety belt fine monies. This is the first-ever campaign of this type. It will be evaluated in 1989 using a phone survey.

During Buckle Up America Week, the department participated in a news event with four other states at the Indianapolis 500 to promote safety belt use. Race car drivers Al Unser Jr, Kevin Cogan, and Bobby Rahal participated in the event.

*Race car drivers Al Unser Jr. (center), Kevin Cogan (left) and Bobby Rahal (right) talk about the importance of safety belts during a joint news conference at the Indianapolis 500 during "Buckle Up America!" week.*

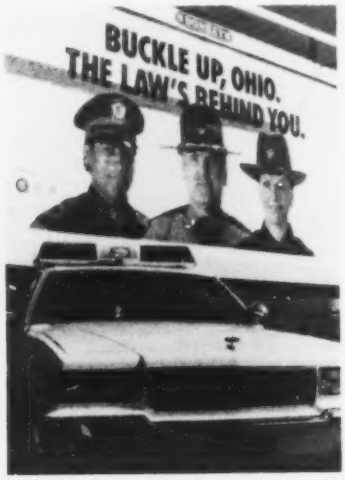
The department participated in a federally-funded demonstration project entitled the "Ohio Project" to determine if waves of public information and education activity in conjunction with increased enforcement would impact safety belt usage in a state with a secondary safety belt usage law. Rates were increased in all three locations piloted, although not significantly.



*Law enforcement officers who had been "saved by the belt" posed for a photograph used in the department's "Standing Tall" poster. The poster was part of a campaign to encourage law enforcement officers to buckle up.*

To make law enforcement officers aware of the importance of safety belts, the department produced a safety belt video and poster featuring Ohio law enforcement officers who were "saved by the belt" in the line of duty.

In addition, the Ohio Safety Belt Network, the Ohio Insurance Institute, and the department sponsored a billboard campaign in 27 counties. The campaign was entitled "Buckle Up Ohio, the Law's Behind You" to remind motorists to obey Ohio's safety belt law.




*The Ohio Safety Belt Network and the Ohio Insurance Institute placed billboards in 27 counties throughout Ohio to encourage motorists to buckle up.*

*Lt. M.E. Quinn, commander of the Cambridge Highway Patrol post, presented Jodi and Karen Devolld of Cambridge with a "Saved by the Belt" award. Because the Devolids were buckled up, they escaped a two-vehicle crash with only minor injuries.*

*Director Denihan presents a "Saved by the Belt" award to Barry Meshel, son of State Sen. Harry Meshel, during Niles Highway Safety Day.*

Since the law began in 1986, troopers have issued nearly half a million written warnings and 288,312 citations for violation of this law.

The department joined the Ohio Department of Health to co-sponsor activities during Child Passenger Safety Awareness Week in February. A five-year comparison of child restraint use shows that the number of children in safety seats has increased from 56 to 82 percent.

## COMMERCIAL VEHICLE SAFETY

The department began taking steps to create policies and procedures for testing and licensing drivers of commercial vehicles as required by the Motor Carrier Safety Act of 1986. The new knowledge and skills tests for commercial drivers will go into effect January 1, 1990.

The department continued strict enforcement against hazardous moving violations committed by commercial tractor/trailer operators with emphasis on speed, following too closely and impaired driving violations.

Tractor/trailer involvement in fatal crashes increased by 16 percent in 1988, from 161 fatal collisions in 1987 to 187 in 1988. In an effort to control this trend, 84,682 drivers of big trucks were cited by the Patrol for speeding, 781 for following too closely, and 307 for impaired driving, the three most common causes of truck crashes.

More than 6 million commercial vehicles were weighed in 1988 with 29,301 citations issued for size and weight violations. The department participated with the Public Utilities Commission of Ohio (PUCO) in a joint task force on commercial vehicle inspections. This combined effort resulted in 2,071 inspections with 1,051 vehicles found to be defective. Officers issued 990 warnings and 199 citations, and took 53 vehicles out of service for flagrant violations of the law.

*In an effort to keep overweight trucks off the road, the Ohio Highway Patrol continued weight enforcement of commercial vehicles. Pictured here is Trooper Steven L. Rohner with the Highway Patrol's District 6, weighing a commercial vehicle.*

*Adele Rapelye, a program technician for the Ohio Motorcyclist Enrichment Program, poses for a television public service announcement promoting the new education courses.*

## MOTORCYCLE SAFETY

Beginning January 1, 1989, all 16- and 17-year-olds are required to take a training course to be eligible to receive a license. To implement the law, the department established the Ohio Motorcyclist Enrichment Program.

The program is a comprehensive traffic safety program for motorcyclists which trains instructors to teach motorcycle safety courses. The courses are provided free of charge to any Ohio resident 16 years old and over. The average age of those taking advantage of the program is early 30's.

In September, 17 training locations opened and trained approximately 200 students. A mobile program was also started to make training available to the rural areas of the state. "The Ohio Adventure" awareness campaign was introduced to promote the rider education courses.

## HIGHWAY SAFETY DAYS

During 1988, 35 communities hosted the Director and key staff members through the Highway Safety Days program. The Director visited at least two communities a month. The program was a tool to make Ohio communities aware of the services and materials available to them which promote traffic safety.

The Highway Safety Days program was derived from Governor Celeste's Capital for a Day program. The program prides itself in promoting safety within the community. It also reaches every aspect of the community, including children, business and industry, and parents.

*Director Denihan explains the importance of buckling up to a group of children at the "We Care Day Center" during the Logan Highway Safety Day visit in August.*

Lima, 1/6/88
Newark, 1/8/88
Wooster, 1/12/88
Canton, 1/19-20/88
Cleveland, 2/8/88
Coshocton, 2/9/88
Cleveland, 2/24/88
Cambridge, 3/4/88
Gallipolis, 3/22/88
Chillicothe, 3/25/88
Lancaster, 4/5/88
Bellefontaine, 4/19/88
Cleveland, 4/21/88
Cincinnati, 5/9/88
Marysville, 5/10/88
Cleveland, 5/26/88
Painesville, 5/27/88
Toledo/Bryan, 6/7/88
Niles, 6/28/88
Cleveland, 6/29/88
Huron, 6/30/88
Cleveland, 7/21/88
Millersburg, 8/2/88
Akron, 8/12/88
Logan, 8/23/88
Cleveland, 9/8/88
Springfield, 9/13/88
Bowling Green, 9/23/88
Jackson, 9/27/88
Blue Ash, 10/11/88
Medina, 10/25/88
Lakewood, 11/10/88
Mansfield, 11/16/88
Portage County, 12/16/88
Findlay, 12/19/88
Cambridge, 12/21/88

*Linc Sidwell, corporate safety manager for Chemlawn, along with Vince and Larry, talk with Chemlawn employees about the importance of safety belts. Chemlawn is a member of the Ohio Highway Safety Coalition.*

## BUSINESS & INDUSTRY ADVOCACY

The Ohio Highway Safety Coalition increased its membership by 127 new members during 1988. It now has 826 members. The coalition has maintained a strong network for traffic safety among employers in both the private and public sectors and has been instrumental in displaying over 1,200 "Buckle Up" signs in parking lots across Ohio.

## COMMERCIAL DRIVING SCHOOLS

On April 1, new rules regulating the instruction of driver education courses by commercial driving schools took effect. The primary changes included increasing the number of classroom instruction hours for students from 8 to 16 hours, limiting training to four hours a day and requiring students to achieve 75 percent or more on theoretical questions on the test.

The department, which regulates commercial driving schools, decided to make the changes after a study by the department revealed that high school trained drivers had fewer crashes than students trained by commercial driving schools.

## YOUTHFUL DRIVERS

The department expanded its efforts to reach youths regarding traffic safety. Although teenagers only compose 8.2 percent of the driving population, they are involved in 20 percent of all crashes.

The Ohio Youth Council continued to address youth-related highway safety issues. The council members developed a puppet show, produced a quarterly newsletter - Save More Ohio Lives -, gave presentations at various local and state-level events, and worked on several other projects to remind Ohioans not to drink and drive.

The Governor's Athletes Program obtained the involvement of the Cleveland Browns, Cleveland Cavaliers, Cleveland Indians, and Cincinnati Bengals to talk with high school students about safe driving practices.

*Ron Harper, a player with the Cleveland Cavaliers, talks with a student from Jefferson Township High School near Dayton during a Governor's Athlete's Program presentation in October. Members of participating athletic teams talk with high school students on traffic safety issues.*

The department sponsored a statewide youth conference to increase student involvement in local traffic safety programs — particularly in the areas of drinking and driving and safety belts. Approximately 1,000 students and high school advisors attended.

The department also sponsored a SADD Advisors Workshop, featuring Robert Anastas, president and founder of the SADD organization. The workshop was held as an effort to provide SADD chapters with materials and assistance to begin or improve their chapter.

*Robert Anastas, founder and president of SADD, talks to SADD advisors during the first SADD Advisor's Workshop sponsored by the Department of Highway Safety. The conference was held in Columbus in October.*

*Pictured here are members of the department's Youth Council. The Youth Council assisted the department in reaching young people with traffic safety messages.*

## GOVERNOR'S TRAFFIC SAFETY COMMITTEE

The Governor's Traffic Safety Committee (GTSC) was reorganized by an executive order from Governor Celeste. GTSC is a nonpartisan, non-profit service organization which exists to promote a safer driving environment in Ohio by focusing on public opinion and provides citizen input directly to the director of highway safety.

The annual GTSC awards luncheon was held in October. The director presented 20 awards to individuals and groups for their outstanding efforts to promote highway safety.

*Pictured here are the 1988 winners from the Governor's Traffic Safety Committee Awards Luncheon. These individuals were recognized for their outstanding efforts in making Ohio's roadways safer.*

## APPREHENSION OF FELONS

Troopers from the Ohio Highway Patrol recovered 1,236 stolen vehicles, valued at $7,434,367, and arrested 859 suspects on vehicle larceny-related charges. Drug abuse arrests have increased 240 percent since 1986, resulting in 1,036 arrests.

## ODOMETER FRAUD

Odometer/Title Fraud Educational seminars were conducted in regional meetings across the state. This was the first time that training on odometer rollbacks and title fraud was discussed on a statewide basis with people from banks, savings and loans, clerks of court, and deputy registrars.

When the mileage is altered on a title, the market value on that rolled back vehicle is artificially raised by an average of $1,500, a cost which is passed on to the consumer.

The seminars provided insight into how and why odometer fraud occurs, using the vehicle title as the primary instrument, and focused on current procedures for issuing and transferring title documents.

The Investigative Division of the Bureau of Motor Vehicles reported an increase in the number of odometer fraud cases. In 1988, 114 odometer fraud cases were opened and 53 cases were closed. In addition, 284 felony charges were filed.

*Registrar Michael McCullion describes some of the ways mileage figures can be changed on a title during an odometer fraud seminar in Columbus. The Bureau held 16 seminars around the state to educate people who process or handle vehicle titles on how to spot titles that have been altered.*

## PROBLEM DRIVERS

A pilot project with the U.S. Department of Transportation and National Driver Register to track problem drivers nationwide was successfully completed. Five states, including Ohio, were hooked up on-line with the National Driver Register (NDR) to make background checks on out-of-state drivers from those participating states.

In 1988, the Bureau made 129,353 inquiries concerning new drivers from out-of-state. The NDR found records for 7,806 drivers from those inquiries and consequently, the Bureau of Motor Vehicles refused licenses to 4,193 out-of-state drivers.

Parts of Ohio's report on the NDR pilot project will be used in testimony before the U.S. Congress in 1989.

## ORGAN/TISSUE DONATION

Ohio continues to be the national leader in registering drivers to become potential organ and tissue donors with over two million Ohioans making the commitment to give the gift of life. One in five of Ohio's drivers are potential organ donors, more than any other state.

The Bureau of Motor Vehicles and deputy registrar agencies have vigorously promoted the organ donor program, started in 1983, by asking new and renewing licensed drivers to sign the appropriate portion on the back of their operators' licenses.

*Cincinnati Reds shortstop Barry Larkin shows his support of the organ donor program by signing an oversized organ donor card prior to the Houston Astros Reds game in Cincinnati in April. Sgt. James Castner from the Batavia Highway Patrol post helps support the card while Larkin signs it.*

In April, Ohio was selected by the Dow Chemical Company as a pilot state for its program on transplantation awareness. Called "Make a Miracle, Ohio," the Dow Chemical materials were provided to the Bureau of Motor Vehicles for training deputy registrars and their employees.

## AIR/SPEED ENFORCEMENT

In an attempt to bring the driving population into compliance with the law, the department continued strict speed enforcement. Over 6,500 of these citations by state troopers resulted from a successful inter-agency speed enforcement program which uses Highway Patrol aircraft and local police ground forces to reduce overall speed on highways in major urban centers.

*The Highway Patrol was effectively able to catch speed violators by using its air patrol in conjunction with ground patrol from other troopers or by working with other law enforcement agencies.*

Over a 12-year period, the Ohio Highway Patrol has provided more than 100,000 hours of flight time without a crash by Patrol pilots. In 1988 alone, 9,340 hours of flight time were logged.

Participating police departments included Youngstown, Cleveland, Akron, Mansfield, Toledo, and Dayton, and the Franklin and Hamilton County sheriff's departments.

## COMMUNITY INVOLVEMENT

The employees of the Department of Highway Safety are some of the most generous people, donating their time, money and effort to the community. Each year, the department collects donations and contributions for the United Way, the United Negro College Fund and Operation Feed. In 1988, the employees donated close to $18,000 and more than 2,500 food items to these charities.

## THE OHIO STATE FAIR

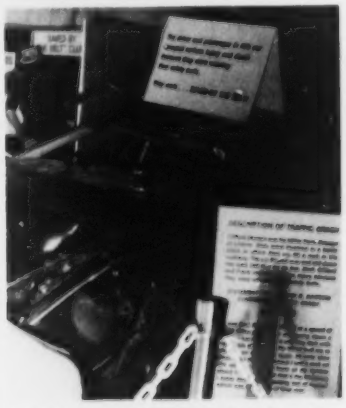
The department mounted a successful display at the Ohio State Fair to entertain and inform Ohioans about highway safety issues.

The "Saved by the Belt" display was the most impressive, featuring a severely crashed car. The driver of the car and his passenger survived, and both had been wearing safety belts.

Entertainment included the department's Youth Board with a puppet show, Vince and Larry, the famous crash test dummies, and The Amazing Nemo, who reminded young fairgoers of important highway safety messages.

Other attractions included the Highway Patrol exhibit, including a patrol car, and the Bureau of Motor Vehicles exhibit, which included an area to renew drivers' licenses, check driving records and register voters.

*The Patrol displays a 1988 Plymouth Gran Fury patrol vehicle at the 1988 Ohio State Fair.*



*A crashed vehicle was displayed at the department's Ohio State Fair exhibit. The occupants of the car, Clifford and Frank Dawson, were able to walk away from the crash because they were buckled up.*

## PEDESTRIAN SAFETY

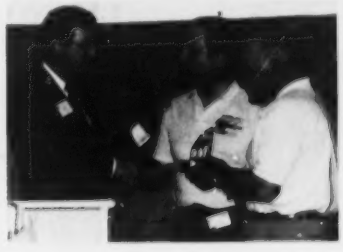
Ohio received the highest recognition from the American Automobile Association for outstanding achievements in pedestrian safety by winning the Grand Award at the AAA's 49th annual Pedestrian Protection Program. The award is given to states with low pedestrian death and injury rates, and outstanding pedestrian crash prevention programs.

*This is the Grand Award Ohio received from the American Automobile Association for outstanding achievement in pedestrian safety.*

## SMOL CONFERENCE

The second annual Save More Ohio Lives conference, the department's conference on highway safety priorities, was held in April. The conference helps traffic safety activists in the state improve or expand their highway safety programs. More than 170 individuals attended the three-day event which featured workshops on all aspects of traffic safety, networking sessions for traffic safety organizations, presentations to the graduating Youth Council, "Saved by the Belt" recipients and the "William M. Denihan Golden Safety Belt" award as well as entertainment and exhibits.

*Chuck Spilman, president of Traffic Safety Now, congratulates John Sawyer and Jerome Gitschier as they accept the "William M. Denihan Golden Safety Belt Award" on behalf of the Wellsville City School District's outstanding safety belt program. The award was established by the Ohio Safety Belt Network/Traffic Safety Now to recognize organizations for outstanding contributions to increasing safety belt usage.*



## SPECIAL MEMORIAL

Trooper Wendy G. Everett, 25, a member of the Highway Patrol for three years, died August 5, 1988 from injuries sustained in a traffic crash earlier that day. She was the first female trooper in Ohio to die in the line of duty.

A member of the Circleville post, Everett was on duty on Interstate 270 westbound just east of SR 62 on the southwestern edge of Columbus. She had stopped to make a case investigation involving a commercial truck driver.

While entering the driver's side of the patrol car, she was struck by a hit-skip vehicle which fled the scene. Critically injured, Everett was rushed to a nearby hospital where she died several hours later.

Everett was born and raised in Parkersburg, W. Va., where she graduated from Parkersburg High School. She attended Parkersburg Community College, earned an associate's degree in Police Science at Hocking Technical College, and went on to receive a Bachelor of Science in Criminal Justice at Fairmont State College. She graduated from the Highway Patrol Academy September 6, 1985 as a member of the 114th class.

Everett is survived by her parents, Malcomb and Iris Everett, and her sister Drenda.

*State Trooper Wendy Everett*

# MEMBERSHIP OF THE "SAVED BY THE BELT" CLUB - MAY 1986 TO SEPTEMBER 1989

**ADAMS COUNTY**
Timothy Roden
Michael N. Davis
Thomas L. Morgan
Tammy Seaman
John J. & Linda L. Whitley
David D. Wilson

**ALLEN COUNTY**
William L. Bowersock
Beverly A. & Henry J. Hawk, Jr.
Kelly Kuhns
Lorri Landacre
Joseph Lauer
Camilla Nichols

**ASHLAND COUNTY**
Brad Byers

**ASHTABULA COUNTY**
Kerry, Rosalind & Dustin Cesan
Ellen Donley
Timothy Lachey
Danette K. Mixer

**ATHENS COUNTY**
Benjamin Bower
Michael P. Dix
Howard T. Frost
Joe & Margaret Gish
Rita Hickman
Geoffrey Hultgren
Ricky A. Jeffers
Robert Retford
Everett Ridge
John Wagner III
Frederick Nedra & Aaron Zikle

**AUGLAIZE COUNTY**
James & Judith Benshoff
Lori Fisher
Rhonda Howe
Kimberly, John, Ryan & Joshua Jolly
Sarah & Lori Jones
Ann, Carne & Matthew Meyer
Hilda M. Meyer
Kirk Taylor

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# 1988 OHIO MOTOR VEHICLE CRASH HIGHLIGHTS

| **Crashes** | |
|---|---|
| Fatal | 1,586 |
| Injury | 126,504 |
| Property Damage | 257,686 |
| **Total Crashes** | **385,776** |
| Urban | 243,277 |
| Rural | 142,499 |

| **Injuries** | |
|---|---|
| Serious Visible | 13,608 |
| Minor Visible | 75,003 |
| Non-Visible Claimed | 119,915 |
| **Total Non-Fatal Injuries** | **208,526** |
| **Total Fatalities** | **1,748** |
| **Total Injuries & Fatalities** | **210,274** |

| **Drivers** | |
|---|---|
| Total Licensed Drivers | 7,369,824 |
| Total Drivers in Crashes | 664,307 |
| Drinking Drivers in Crashes | 35,176 |

| **Vehicles** | |
|---|---|
| Total Registered Vehicles | 9,581,426 |
| **Total Vehicles in Crashes** | **703,919** |
| Passenger Cars | 536,967 |
| Trucks | 132,067 |
| Motorcycles | 5,822 |
| All Other Vehicles | 29,063 |

| **Alcohol Related Crashes** | |
|---|---|
| Fatal | 682 |
| Injury | 17,973 |
| Property Damage | 15,925 |
| **Total Crashes** | **34,580** |
| Deaths | 766 |
| Injuries | 29,262 |
| **Urban** | |
| Alcohol Crashes | 19,002 |
| Alcohol Fatalities | 250 |
| Alcohol Injuries | 15,559 |
| **Rural** | |
| Alcohol Crashes | 15,578 |
| Alcohol Fatalities | 516 |
| Alcohol Injuries | 13,703 |

| **Roads & Mileage** | |
|---|---|
| Total Highway Miles (*) | 113,340 |
| Total Vehicle-Miles Traveled (*) | 81,047,000,000 |

| **Rates (*)** | |
|---|---|
| Death Rate (+) | 2.16 |
| Injury Rate (+) | 257.29 |
| Crash Rate (+) | 475.99 |

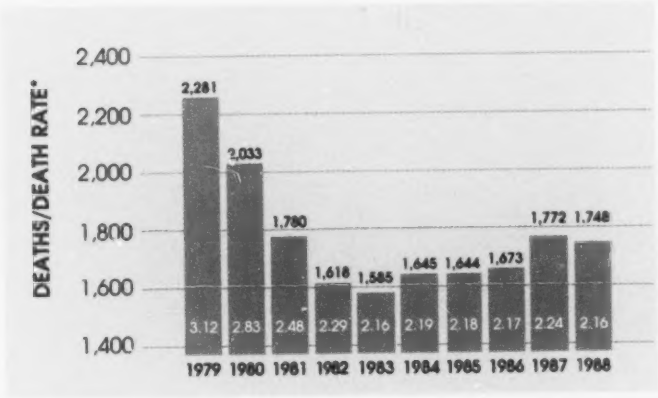
| **Economic Loss** | $2,696,200,000 |
|---|---|
| Injury Crashes | $1,771,056,000 |
| Property Damage Crashes | $773,058,000 |
| **Total Economic Loss** | **$5,240,314,000** |

*(*) Preliminary ODOT estimates*
*(+) Rate per 100 million miles traveled*

## TRAFFIC CRASHES OVER THE LAST TEN YEARS

| Year | Total | Fatal | Injury | Property Damage |
|---|---|---|---|---|
| 1979 | 417,661 | 2,010 | 115,111 | 300,540 |
| 1980 | 370,982 | 1,805 | 106,612 | 262,565 |
| 1981 | 338,887 | 1,569 | 98,331 | 238,987 |
| 1982 | 317,013 | 1,456 | 104,680 | 210,877 |
| 1983 | 311,649 | 1,419 | 103,406 | 206,824 |
| 1984 | 342,349 | 1,479 | 112,361 | 228,509 |
| 1985 | 373,069 | 1,478 | 118,790 | 252,801 |
| 1986 | 369,383 | 1,503 | 119,729 | 248,151 |
| 1987 | 380,401 | 1,588 | 124,041 | 254,772 |
| **1988** | **385,776** | **1,586** | **126,504** | **257,686** |

## DEATH TOLLS AND DEATH RATES OVER THE LAST TEN YEARS




*deaths per 100 million miles travelled

## GENERAL CRASH TRENDS

The 1988 edition of "Crash Facts" reflects a reduction in serious traffic crashes in the state of Ohio, although the total number of crashes, and associated economic loss, has risen slightly. The 1988 traffic crash data indicates two fewer fatal crashes, 24 fewer deaths in those crashes, and 244 fewer serious injuries. There were 2,914 more property damage crashes.

The 1988 traffic crash summaries show that Ohio has experienced a fairly stable level of traffic losses over the past few years. Even though travel has increased by just over 2 percent, the change in economic loss was limited to less than one percent. Normally there is a direct relationship between increased travel and the number and severity of crashes, so it is encouraging to note that Ohio is holding the line on traffic crashes, injuries and deaths. It is clear the increasing use of safety belts is beginning to have an impact.

ODHS

## DEATH TOLLS AND DEATH RATES: STATES OVER TEN MILLION POPULATION

| State | Deaths 1987 | Population Death Rate (a) | Mileage Death Rate (b) |
|---|---|---|---|
| Florida | 2,891 | 24.0 | 3.2 |
| Pennsylvania | 2,006 | 16.8 | 2.5 |
| California | 5,500 | 19.9 | 2.4 |
| New York | 2,327 | 13.1 | 2.4 |
| Texas | 3,261 | 19.4 | 2.3 |
| Illinois | 1,685 | 14.5 | 2.2 |
| **Ohio** | **1,772** | **16.4** | **2.1*** |
| Total U. S. | 48,700 | 20.0 | 2.6 |

*(a) Deaths per 100,000 population*

*(b) Deaths per 100,000,000 miles traveled*

*Note: Information for this table taken from the latest edition of "Accident Facts" published by the National Safety Council. That booklet covers the year 1987 only, and is the most current complete information available.*

** Lowest of the top seven most populated states.*

## DRIVERS, PASSENGERS, AND PEDESTRIANS KILLED AND INJURED IN 1988

| | Number Killed | Percent of Deaths | Number Injured | Percent of Injuries |
|---|---|---|---|---|
| **Total Drivers** | **1,158** | **66.2%** | **139,589** | **66.9%** |
| Passenger Car | 795 | 45.5% | 110,588 | 53.0% |
| Motorcycle | 144 | 8.2% | 4,683 | 2.2% |
| Moped | 1 | .1% | 217 | .1% |
| Truck | 177 | 10.1% | 19,028 | 9.1% |
| Bicycle | 29 | 1.7% | 3,233 | 1.6% |
| All Other | 12 | .7% | 1,194 | .6% |
| Vehicle Not Stated | – | – | 646 | .3% |
| **Total Passengers** | **406** | **23.2%** | **63,851** | **30.6%** |
| Passenger Car | 340 | 19.5% | 54,081 | 25.9% |
| Motorcycle | 9 | .5% | 840 | .4% |
| Moped | – | – | 17 | – |
| Truck | 52 | 3.0% | 7,598 | 3.6% |
| Bicycle | 1 | .1% | 49 | – |
| All Other | 4 | .2% | 1,090 | .5% |
| Vehicle Not Stated | – | – | 176 | .1% |
| **Total Pedestrians** | **184** | **10.5%** | **5,086** | **2.4%** |
| **Totals** | **1,748** | **100%** | **208,526** | **100%** |

## OHIO LICENSED DRIVERS BY AGE

| Age | Total Drivers | Male Drivers | Female Drivers | License Suspensions |
|---|---|---|---|---|
| 16 | 54,958 | 29,768 | 25,190 | 1,096 |
| 17 | 113,207 | 59,731 | 53,476 | 6,811 |
| 18 | 141,708 | 74,984 | 66,724 | 11,403 |
| 19 | 147,147 | 78,349 | 68,798 | 12,346 |
| 20 | 139,907 | 72,920 | 66,987 | 7,693 |
| 21 | 143,448 | 74,703 | 68,745 | 9,384 |
| 22 | 149,302 | 77,117 | 72,185 | 11,147 |
| 23 | 156,396 | 80,555 | 75,841 | 12,916 |
| 24 | 157,804 | 80,068 | 77,736 | 10,344 |
| 25 | 164,975 | 84,556 | 80,419 | 11,353 |
| 26 | 167,644 | 84,935 | 82,709 | 11,353 |
| 27 | 176,041 | 89,342 | 86,699 | 12,197 |
| 28 | 171,454 | 86,104 | 85,350 | 9,250 |
| 29 | 173,951 | 87,414 | 86,537 | 9,035 |
| 30 | 177,685 | 89,361 | 88,324 | 8,954 |
| 31 | 184,144 | 92,305 | 91,839 | 9,308 |
| 32 | 175,606 | 88,224 | 87,382 | 7,213 |
| 33 | 174,058 | 87,559 | 86,499 | 6,977 |
| 34 | 175,096 | 88,082 | 87,014 | 6,970 |
| 35 | 164,525 | 82,282 | 82,243 | 5,404 |
| 36 | 165,059 | 82,856 | 82,203 | 5,415 |
| 37 | 163,426 | 82,392 | 81,034 | 5,145 |
| 38 | 153,611 | 76,751 | 76,860 | 4,242 |
| 39 | 154,612 | 77,204 | 77,408 | 4,223 |
| 40 | 154,160 | 76,974 | 77,186 | 4,269 |
| 41 | 158,453 | 78,836 | 79,617 | 3,888 |
| 42 | 154,815 | 77,776 | 77,039 | 3,594 |
| 43 | 112,977 | 57,062 | 55,915 | 2,749 |
| 44 | 113,579 | 56,746 | 56,833 | 2,491 |
| 45 | 118,629 | 59,382 | 59,247 | 2,613 |

## AGE DISTRIBUTION OF LICENSED DRIVERS & SUSPENSIONS

| Age | Total Drivers | % of Drivers | License Suspensions | % of Suspensions |
|---|---|---|---|---|
| 16-20 | 596,927 | **8.1%** | 39,349 | 15.46% |
| 21-25 | 771,925 | **10.47%** | 55,144 | 21.67% |
| 26-30 | 866,775 | **11.76%** | 50,789 | 19.96% |
| 31-35 | 873,429 | **11.85%** | 35,872 | 14.10% |
| 36-40 | 790,868 | **10.73%** | 23,294 | 9.15% |
| 41-45 | 658,453 | **8.93%** | 15,335 | 6.03% |
| 46-50 | 541,532 | **7.35%** | 10,448 | 4.11% |
| 51-55 | 463,335 | **6.29%** | 7,393 | 2.91% |
| 56-60 | 452,566 | **6.14%** | 5,542 | 2.18% |
| 61-65 | 447,250 | **6.07%** | 4,224 | 1.66% |
| 66-70 | 371,340 | **5.04%** | 2,711 | 1.07% |
| 71-75 | 267,908 | **3.64%** | 1,728 | .68% |
| 76+ | 267,246 | **3.63%** | 2,654 | 1.00% |
| **Total** | **7,369,824** | **100%** | **254,490** | **100%** |

## OHIO LICENSED DRIVERS BY AGE

| Age | Total Drivers | Male Drivers | Female Drivers | License Suspensions |
|---|---|---|---|---|
| 46 | 125,261 | 62,646 | 62,615 | 2,638 |
| 47 | 111,707 | 55,988 | 55,719 | 2,140 |
| 48 | 104,135 | 52,056 | 52,079 | 1,997 |
| 49 | 99,859 | 49,727 | 50,132 | 1,966 |
| 50 | 100,570 | 50,278 | 50,292 | 1,707 |
| 51 | 98,107 | 49,193 | 48,914 | 1,694 |
| 52 | 93,800 | 47,317 | 46,483 | 1,635 |
| 53 | 93,082 | 46,991 | 46,091 | 1,421 |
| 54 | 93,049 | 47,118 | 45,931 | 1,399 |
| 55 | 85,297 | 43,478 | 41,819 | 1,244 |
| 56 | 88,973 | 45,327 | 43,646 | 1,214 |
| 57 | 88,874 | 45,334 | 43,540 | 1,136 |
| 58 | 92,616 | 47,398 | 45,218 | 1,165 |
| 59 | 90,946 | 46,559 | 44,387 | 1,028 |
| 60 | 91,157 | 46,905 | 44,252 | 999 |
| 61 | 93,269 | 47,782 | 45,487 | 996 |
| 62 | 90,405 | 46,791 | 43,614 | 868 |
| 63 | 89,333 | 45,550 | 43,783 | 857 |
| 64 | 88,529 | 45,035 | 43,494 | 791 |
| 65 | 85,714 | 43,897 | 41,817 | 712 |
| 66 | 80,727 | 41,006 | 39,721 | 640 |
| 67 | 81,432 | 41,304 | 40,128 | 628 |
| 68 | 74,511 | 37,944 | 36,567 | 523 |
| 69 | 68,211 | 34,474 | 33,737 | 458 |
| 70 | 66,459 | 33,555 | 32,904 | 462 |
| 71-75 | 267,908 | 135,598 | 132,310 | 1,728 |
| 76+ | 267,513 | 137,522 | 129,991 | 2,661 |
| **TOTAL** | **7,369,824** | **3,741,113** | **3,628,711** | **54,490** |

## AGE DISTRIBUTION OF LICENSED DRIVERS BY INVOLVEMENT IN CRASHES

| Age | % of Drivers | In All Crashes | % of Drivers | In Fatal Crashes | % of Drivers | In Fatal Crashes w/Alcohol | % of Drivers |
|---|---|---|---|---|---|---|---|
| 16-20 | **8.1%** | 114,737 | 17.3% | 427 | 17.3% | 163 | 17.2% |
| 21-25 | **10.47%** | 100,041 | 15.1% | 359 | 14.6% | 182 | 19.2% |
| 26-30 | **11.76%** | 87,090 | 13.1% | 390 | 15.8% | 195 | 20.5% |
| 31-35 | **11.85%** | 72,516 | 10.9% | 264 | 10.7% | 103 | 10.8% |
| 36-40 | **10.73%** | 58,428 | 8.8% | 209 | 8.5% | 89 | 9.4% |
| 41-45 | **8.93%** | 43,155 | 6.5% | 150 | 6.1% | 50 | 5.3% |
| 46-50 | **7.35%** | 31,891 | 4.8% | 113 | 4.6% | 43 | 4.5% |
| 51-55 | **6.29%** | 25,628 | 3.9% | 112 | 4.5% | 33 | 3.5% |
| 56-60 | **6.14%** | 23,713 | 3.6% | 86 | 3.5% | 19 | 2.0% |
| 61-65 | **6.07%** | 20,381 | 3.1% | 69 | 2.8% | 13 | 1.4% |
| 66-70 | **5.04%** | 15,843 | 2.4% | 53 | 2.2% | 13 | 1.4% |
| 71-75 | **3.64%** | 10,971 | 1.7% | 47 | 1.9% | 7 | 0.7% |
| 76+ | **3.63%** | 11,119 | 1.7% | 79 | 3.2% | 11 | 1.2% |
| Not Stated | - | 45,265 | 6.8% | 75 | 3.0% | 25 | 2.6% |
| **Total** | 100% | 664,307 | 100% | 2,464 | 100% | 950 | 100% |

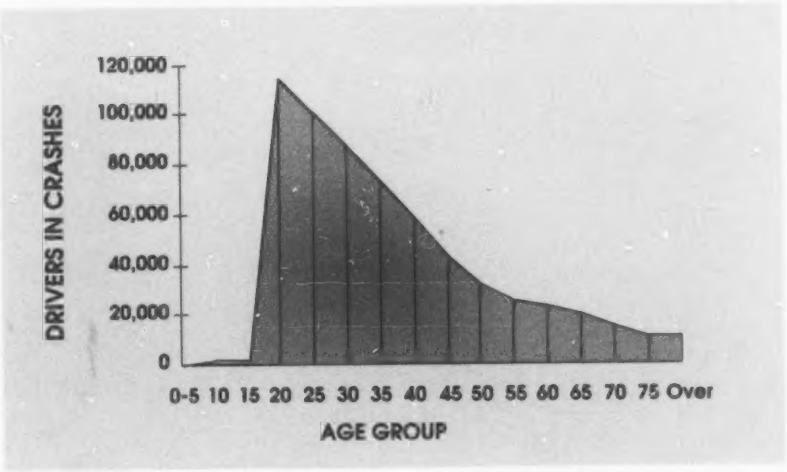
*Note: Totals include 3,529 drivers under 16 operating mopeds, bicycles or other vehicles.*

## DRIVERS IN CRASHES BY AGE GROUP

| Age Group | Fatal | Injury | Property Damage | Total |
|---|---|---|---|---|
| 0- 5 | – | 113 | 58 | 171 |
| 6-10 | 10 | 896 | 69 | 975 |
| 11-15 | 21 | 1,726 | 636 | 2,383 |
| 16-20 | 427 | 41,367 | 72,943 | 114,737 |
| 21-25 | 359 | 35,351 | 64,331 | 100,041 |
| 26-30 | 390 | 30,503 | 56,197 | 87,090 |
| 31-35 | 264 | 25,017 | 47,235 | 72,516 |
| 36-40 | 209 | 19,795 | 38,424 | 58,428 |
| 41-45 | 150 | 14,807 | 28,198 | 43,155 |
| 46-50 | 113 | 10,811 | 20,967 | 31,891 |
| 51-55 | 112 | 8,570 | 16,946 | 25,628 |
| 56-60 | 86 | 7,933 | 15,694 | 23,713 |
| 61-65 | 69 | 6,827 | 13,485 | 20,381 |
| 66-70 | 53 | 5,263 | 10,527 | 15,843 |
| 71-75 | 47 | 3,688 | 7,236 | 10,971 |
| 76 & Over | 79 | 3,752 | 7,288 | 11,119 |
| Not Stated | 75 | 9,740 | 35,450 | 45,265 |
| **TOTAL** | **2,464** | **226,159** | **435,684** | **664,307** |

*Note: "Drivers" means operators of all vehicles including bicycles and mopeds.*

## DRIVERS IN CRASHES BY AGE GROUP



## LICENSED DRIVERS BY COUNTY

| County | Total Drivers | County | Total Drivers |
|---|---|---|---|
| Adams | 17,960 | Logan | 30,791 |
| Allen | 80,259 | Lorain | 181,780 |
| Ashland | 31,488 | Lucas | 318,367 |
| Ashtabula | 69,599 | Madison | 26,399 |
| Athens | 35,527 | Mahoning | 188,352 |
| Auglaize | 30,217 | Marion | 43,856 |
| Belmont | 49,894 | Medina | 86,623 |
| Brown | 21,156 | Meigs | 14,128 |
| Butler | 166,346 | Mercer | 27,504 |
| Carroll | 13,318 | Miami | 68,665 |
| Champaign | 24,042 | Monroe | 10,858 |
| Clark | 102,214 | Montgomery | 417,888 |
| Clermont | 71,452 | Morgan | 8,317 |
| Clinton | 26,246 | Morrow | 14,591 |
| Columbiana | 79,242 | Muskingum | 58,960 |
| Coshocton | 23,165 | Noble | 6,234 |
| Crawford | 35,485 | Ottawa | 31,601 |
| Cuyahoga | 962,379 | Paulding | 13,835 |
| Darke | 33,214 | Perry | 22,568 |
| Defiance | 27,671 | Pickaway | 28,824 |
| Delaware | 41,076 | Pike | 14,880 |
| Erie | 58,019 | Portage | 82,422 |
| Fairfield | 68,497 | Preble | 27,294 |
| Fayette | 17,181 | Putnam | 24,368 |
| Franklin | 649,802 | Richland | 89,753 |
| Fulton | 31,533 | Ross | 44,870 |
| Gallia | 20,384 | Sandusky | 38,638 |
| Geauga | 43,072 | Scioto | 52,273 |
| Greene | 75,730 | Seneca | 45,205 |
| Guernsey | 26,946 | Shelby | 28,943 |
| Hamilton | 607,439 | Stark | 276,352 |
| Hancock | 42,554 | Summit | 362,145 |
| Hardin | 20,816 | Trumbull | 161,004 |
| Harrison | 12,442 | Tuscarawas | 60,842 |
| Henry | 20,518 | Union | 17,935 |
| Highland | 23,653 | Van Wert | 18,073 |
| Hocking | 16,430 | Vinton | 6,865 |
| Holmes | 12,210 | Warren | 71,104 |
| Huron | 45,707 | Washington | 45,423 |
| Jackson | 19,474 | Wayne | 68,859 |
| Jefferson | 59,226 | Williams | 27,373 |
| Knox | 32,684 | Wood | 62,701 |
| Lake | 158,587 | Wyandot | 16,605 |
| Lawrence | 41,742 | | |
| Licking | 79,160 | **Total** | **7,369,824** |

## VEHICLE REGISTRATIONS BY COUNTY

| County | Total Vehicles | County | Total Vehicles |
|---|---|---|---|
| Adams | 21,711 | Logan | 41,587 |
| Allen | 100,880 | Lorain | 237,966 |
| Ashland | 44,657 | Lucas | 394,301 |
| Ashtabula | 89,511 | Madison | 31,588 |
| Athens | 40,450 | Mahoning | 228,718 |
| Auglaize | 43,352 | Marion | 58,279 |
| Belmont | 65,606 | Medina | 121,970 |
| Brown | 33,687 | Meigs | 21,662 |
| Butler | 247,678 | Mercer | 38,940 |
| Carroll | 26,563 | Miami | 94,342 |
| Champaign | 35,528 | Monroe | 14,714 |
| Clark | 133,214 | Montgomery | 513,615 |
| Clermont | 139,843 | Morgan | 13,817 |
| Clinton | 34,134 | Morrow | 28,287 |
| Columbiana | 101,379 | Muskingum | 75,580 |
| Coshocton | 34,475 | Noble | 10,632 |
| Crawford | 46,165 | Ottawa | 42,000 |
| Cuyahoga | 1,072,038 | Paulding | 20,782 |
| Darke | 56,417 | Perry | 27,817 |
| Defiance | 38,583 | Pickaway | 42,277 |
| Delaware | 63,678 | Pike | 22,323 |
| Erie | 74,411 | Portage | 130,177 |
| Fairfield | 97,938 | Preble | 42,381 |
| Fayette | 26,239 | Putnam | 32,616 |
| Franklin | 829,079 | Richland | 122,621 |
| Fulton | 39,981 | Ross | 61,429 |
| Gallia | 26,945 | Sandusky | 59,813 |
| Geauga | 80,615 | Scioto | 68,781 |
| Greene | 123,776 | Seneca | 57,286 |
| Guernsey | 36,939 | Shelby | 42,337 |
| Hamilton | 695,537 | Stark | 41,601 |
| Hancock | 65,875 | Summit | 463,706 |
| Hardin | 27,878 | Trumbull | 215,825 |
| Harrison | 15,956 | Tuscarawas | 82,722 |
| Henry | 28,577 | Union | 35,297 |
| Highland | 34,103 | Van Wert | 31,085 |
| Hocking | 23,855 | Vinton | 11,305 |
| Holmes | 21,145 | Warren | 106,417 |
| Huron | 54,315 | Washington | 60,014 |
| Jackson | 26,682 | Wayne | 98,768 |
| Jefferson | 70,851 | Williams | 37,343 |
| Knox | 43,154 | Wood | 99,852 |
| Lake | 204,411 | Wyandot | 23,285 |
| Lawrence | 55,158 | | |
| Licking | 122,690 | **Total** | **9,601,487** |

## TEN LEADING CAUSES OF DEATH IN THE UNITED STATES

| Cause of Death (All Ages) | Male | Female | Total |
|---|---|---|---|
| Heart Disease | 398,208 | 372,961 | 771,169 |
| Cancer | 246,914 | 214,649 | 461,563 |
| Stroke | 60,780 | 92,270 | 153,050 |
| Chronic Pulmonary Disease | 46,596 | 28,066 | 74,662 |
| Pneumonia | 33,159 | 34,456 | 67,615 |
| **Motor Vehicle Crashes** | **32,443** | **13,458** | **45,901** |
| Diabetes | 15,263 | 21,706 | 36,969 |
| Suicide | 23,145 | 6,308 | 29,453 |
| Liver Disease | 17,244 | 9,523 | 26,767 |
| Atherosclerosis | 9,062 | 14,864 | 23,926 |

*Source: Deaths are for 1985 from the National Center for Health Statistics as shown in the 1988 edition of "Accident Facts", published by the National Safety Council.*

## ECONOMIC COSTS OF CRASHES IN MILLIONS

| Type of Injury | 1983 (000,000) | 1984 (000,000) | 1985 (000,000) | 1986 (000,000) | 1987 (000,000) | 1988 (000,000) |
|---|---|---|---|---|---|---|
| Deaths | $2,460 | $2,468 | $2,466 | $2,510 | $2,658 | $2,622 |
| Serious Visible Injuries | $556 | $556 | $550 | $544 | $540 | $531 |
| Minor Visible Injuries | $874 | $874 | $881 | $875 | $901 | $900 |
| Non-visible Claimed Injuries | $535 | $535 | $598 | $630 | $674 | $719 |
| Property Damage Only | $457 | $457 | $506 | $496 | $510 | $515 |
| **Ohio: Total Cost Estimates in Billions** | **$4,890** | **$4,890** | **$5,000** | **$5,055** | **$5,282** | **$5,288** |

*The calculable costs of motor vehicle crashes are: wage loss, medical expense, insurance costs, and property damage according to the US Department of Transportation. All figures are rounded to the nearest $1,000,000. All costs are based upon 1987 USDOT estimates.*

## CRASHES OVER THE LAST FIVE YEARS

| Crashes | 1984 | 1985 | 1986 | 1987 | 1988 | Five-Year Average |
|---|---|---|---|---|---|---|
| Fatal | 1,479 | 1,478 | 1,503 | 1,588 | 1,586 | 1,527 |
| Injury | 112,361 | 118,790 | 119,729 | 124,041 | 126,504 | 120,285 |
| Property Damage | 228,509 | 252,801 | 248,151 | 254,772 | 257,686 | 248,384 |
| **Total Crashes** | **342,349** | **373,069** | **369,383** | **380,401** | **385,776** | **370,196** |
| **Injuries/Fatalities** | | | | | | |
| Serious Visible | 14,252 | 14,095 | 13,948 | 13,852 | 13,608 | 13,951 |
| Minor Visible | 72,865 | 73,427 | 72,936 | 75,059 | 75,003 | 73,858 |
| Non-Visible Claimed | 89,193 | 99,643 | 105,080 | 112,286 | 119,915 | 105,223 |
| **Total Non-Fatal Injuries** | **176,310** | **187,165** | **191,964** | **201,197** | **208,526** | **193,032** |
| **Total Fatalities** | **1,645** | **1,644** | **1,673** | **1,772** | **1,748** | **1,696** |
| **Drivers Involved** | | | | | | |
| Male | 356,081 | 390,434 | 380,353 | 389,152 | 390,776 | 381,359 |
| Female | 186,368 | 208,098 | 211,394 | 225,021 | 231,975 | 212,571 |
| **Total Drivers*** | **582,052** | **640,280** | **633,333** | **654,614** | **664,307** | **634,917** |
| Passenger Cars Involved | 477,583 | 530,000 | 523,723 | 536,375 | 536,967 | 520,930 |
| Trucks Involved | 100,789 | 115,999 | 114,252 | 123,033 | 132,067 | 117,228 |
| All Other Vehicles | 43,736 | 37,070 | 37,574 | 35,482 | 34,885 | 37,749 |
| **Total Vehicles** | **622,108** | **683,069** | **675,549** | **694,890** | **703,919** | **675,907** |
| Pedestrians Involved | 5,396 | 5,347 | 5,554 | 5,665 | 5,865 | 5,565 |

**Total drivers includes drivers whose gender was not stated*

## CRASHES BY MONTH

| Month | Fatal | Injury | Property Damage | Total |
|---|---|---|---|---|
| January | 130 | 9,751 | 22,669 | 32,550 |
| February | 79 | 9,170 | 22,390 | 31,639 |
| March | 113 | 10,215 | 22,511 | 32,839 |
| April | 120 | 9,601 | 18,996 | 28,717 |
| May | 146 | 10,788 | 20,217 | 31,151 |
| June | 142 | 10,698 | 18,986 | 29,826 |
| July | 154 | 10,865 | 18,414 | 29,433 |
| August | 170 | 11,124 | 19,004 | 30,298 |
| September | 157 | 10,660 | 19,381 | 30,198 |
| October | 140 | 11,389 | 22,569 | 34,098 |
| November | 111 | 10,379 | 24,356 | 34,846 |
| December | 124 | 11,864 | 28,193 | 40,181 |
| **Total** | **1,586** | **126,504** | **257,686** | **385,776** |

ODHS

## CRASHES BY HOUR OF DAY

| Hour Beginning | Fatal | Injury | Property Damage | Total |
|---|---|---|---|---|
| Midnight | 86 | 3,687 | 6,266 | 10,039 |
| 1 AM | 87 | 3,300 | 4,978 | 8,365 |
| 2 AM | 121 | 3,851 | 5,354 | 9,326 |
| 3 AM | 47 | 2,226 | 3,209 | 5,482 |
| 4 AM | 26 | 1,131 | 1,990 | 3,147 |
| 5 AM | 21 | 1,187 | 2,614 | 3,822 |
| 6 AM | 41 | 2,331 | 5,900 | 8,272 |
| 7 AM | 44 | 5,284 | 12,480 | 17,808 |
| 8 AM | 50 | 4,552 | 10,999 | 15,601 |
| 9 AM | 45 | 3,793 | 9,074 | 12,912 |
| 10 AM | 42 | 4,173 | 9,913 | 14,128 |
| 11 AM | 39 | 5,435 | 12,351 | 17,825 |
| 12 Noon | 46 | 6,671 | 14,471 | 21,188 |
| 1 PM | 56 | 6,343 | 13,632 | 20,031 |
| 2 PM | 61 | 7,692 | 15,902 | 23,655 |
| 3 PM | 79 | 10,004 | 19,856 | 29,939 |
| 4 PM | 99 | 9,991 | 20,277 | 30,367 |
| 5 PM | 88 | 10,146 | 20,443 | 30,677 |
| 6 PM | 72 | 7,968 | 15,331 | 23,371 |
| 7 PM | 93 | 6,366 | 12,294 | 18,753 |
| 8 PM | 93 | 5,212 | 9,648 | 14,953 |
| 9 PM | 92 | 5,037 | 9,702 | 14,831 |
| 10 PM | 78 | 4,674 | 8,535 | 13,287 |
| 11 PM | 80 | 4,517 | 8,066 | 12,663 |
| Not Stated | – | 933 | 4,401 | 5,334 |
| **Total** | **1,586** | **126,504** | **257,686** | **385,776** |

## FATALITIES AND INJURIES BY MONTH

| Month | Fatality | Serious Injury | Minor Injury | Claimed Injury | Total |
|---|---|---|---|---|---|
| January | 143 | 963 | 5,157 | 9,539 | 15,802 |
| February | 83 | 789 | 4,762 | 8,992 | 14,626 |
| March | 134 | 1,002 | 5,754 | 10,032 | 16,922 |
| April | 128 | 1,047 | 5,724 | 9,030 | 15,929 |
| May | 158 | 1,262 | 6,721 | 9,632 | 17,773 |
| June | 154 | 1,334 | 7,158 | 9,247 | 17,893 |
| July | 180 | 1,317 | 7,345 | 9,458 | 18,300 |
| August | 188 | 1,383 | 7,055 | 10,187 | 18,813 |
| September | 175 | 1,217 | 6,294 | 10,164 | 17,850 |
| October | 154 | 1,204 | 6,510 | 11,347 | 19,215 |
| November | 112 | 1,039 | 5,842 | 10,381 | 17,374 |
| December | 139 | 1,051 | 6,681 | 11,906 | 19,777 |
| **Total** | **1,748** | **13,608** | **75,003** | **119,915** | **210,274** |

## CRASHES BY DAY OF WEEK

| | Fatal | Injury | Property Damage | Total |
|---|---|---|---|---|
| Sunday | 233 | 15,926 | 28,252 | 44,411 |
| Monday | 205 | 17,176 | 34,704 | 52,085 |
| Tuesday | 184 | 16,493 | 35,128 | 51,805 |
| Wednesday | 190 | 16,679 | 35,956 | 52,825 |
| Thursday | 215 | 18,248 | 39,036 | 57,499 |
| Friday | 242 | 21,636 | 45,307 | 67,185 |
| Saturday | 317 | 20,346 | 39,303 | 59,966 |
| **Total** | **1,586** | **126,504** | **257,686** | **385,776** |

## CRASHES BY LIGHT CONDITION

| Light Condition | Fatal | Injury | Property Damage | Total |
|---|---|---|---|---|
| Daylight | 740 | 80,447 | 168,096 | 249,283 |
| Dawn | 23 | 1,800 | 4,406 | 6,229 |
| Dusk | 40 | 3,683 | 7,292 | 11,015 |
| Dark - No Lighting | 494 | 16,991 | 36,583 | 54,068 |
| Dark - Lighted | 288 | 23,418 | 40,283 | 63,989 |
| Other Light | 1 | 164 | 885 | 1,050 |
| Not Stated | – | 1 | 141 | 142 |
| **Total** | **1,586** | **126,504** | **257,686** | **385,776** |

## CRASHES BY WEATHER CONDITION

| Weather Condition | Fatal | Injury | Property Damage | Total |
|---|---|---|---|---|
| No Adverse Conditions | 1,363 | 97,960 | 196,978 | 296,301 |
| Rain | 147 | 18,392 | 35,387 | 53,926 |
| Snow | 57 | 8,832 | 22,318 | 31,207 |
| Fog | 9 | 532 | 927 | 1,468 |
| Heavy Wind | 4 | 231 | 508 | 743 |
| Other Weather Conditions | 6 | 402 | 974 | 1,382 |
| Not Stated | – | 155 | 594 | 749 |
| **Total** | **1,586** | **126,504** | **257,686** | **385,776** |

## PROBABLE CAUSE OF CRASHES

| Cause of Crash | Fatal | % of Total | Injury | Property Damage | Total |
|---|---|---|---|---|---|
| **Driver at Fault** | | | | | |
| Excessive Speed | 362 | 22.8% | 10,408 | 14,632 | 25,402 |
| Failure To Control | 244 | 15.4% | 21,774 | 38,296 | 60,314 |
| Failure To Yield | 200 | 12.6% | 22,163 | 39,015 | 61,378 |
| Left Of Center | 166 | 10.5% | 3,216 | 4,928 | 8,310 |
| Drove Off Road | 121 | 7.6% | 1,542 | 1,575 | 3,238 |
| Other Driver Error | 59 | 3.7% | 4,377 | 10,353 | 14,789 |
| Following Too Close | 58 | 3.7% | 26,805 | 42,159 | 69,022 |
| Ran Stop/Yield Sign | 58 | 3.7% | 2,846 | 3,294 | 6,198 |
| Driver Inattention | 55 | 3.5% | 4,599 | 9,237 | 13,891 |
| Ran Red Light | 40 | 2.5% | 5,411 | 6,428 | 11,879 |
| Improper Passing | 37 | 2.3% | 1,558 | 4,808 | 6,403 |
| Improper Turning | 16 | 1.0% | 3,360 | 9,699 | 13,075 |
| Improper Lane Change | 3 | .2% | 2,731 | 13,036 | 15,770 |
| Improper Backing | 2 | .1% | 1,362 | 14,593 | 15,957 |
| Stop/Park Illegally | 2 | .1% | 105 | 396 | 503 |
| Improper Start | 1 | .1% | 373 | 2,412 | 2,786 |
| **Subtotal** | **1,424** | **89.8%** | **112,630** | **214,861** | **328,915** |
| **Non Driver Error** | | | | | |
| Pedestrian Action | 140 | 8.8% | 2,912 | 416 | 3,468 |
| Vehicle Defect | 13 | .8% | 1,967 | 5,411 | 7,391 |
| Animal Action | 3 | .2% | 1,419 | 18,465 | 19,887 |
| Load Shift/Spill | 3 | .2% | 243 | 2,174 | 2,420 |
| Debris On Road | 2 | .1% | 305 | 1,880 | 2,187 |
| Downed Sign/Device | 1 | .1% | 43 | 87 | 131 |
| Pavement Defect | – | – | 156 | 504 | 660 |
| View Obstructed | – | – | 140 | 351 | 491 |
| Shoulder Defect | – | – | 19 | 44 | 63 |
| **Subtotal** | **162** | **10.2%** | **7,204** | **29,332** | **36,698** |
| Fault Inconclusive | – | – | 6,432 | 12,997 | 19,429 |
| Fault Not Stated | – | – | 238 | 496 | 734 |
| **Total** | **1,586** | **100.0%** | **126,504** | **257,686** | **385,776** |

*Note: Excessive speed alone was identified as the number one cause of fatal crashes. Since other causes such as "failure to control", and "drove off road" are often speed related, the number of speed related crashes would be even higher.*

## CRASHES BY TYPE OF CRASH

| Type of Crash | Fatal | Injury | Property Damage | Total | Rural | Urban |
|---|---|---|---|---|---|---|
| **2 Vehicles Involved** | | | | | | |
| Head On | 242 | 4,201 | 3,701 | 8,144 | 3,470 | 4,674 |
| Rear End | 59 | 32,213 | 49,772 | 82,044 | 23,091 | 58,953 |
| Backing | 1 | 1,353 | 10,644 | 11,998 | 2,850 | 9,148 |
| Sideswipe Meeting | 21 | 2,407 | 6,754 | 9,182 | 3,762 | 5,420 |
| Sideswipe Passing | 12 | 4,229 | 22,316 | 26,557 | 5,350 | 21,207 |
| Angle | 322 | 36,894 | 71,500 | 108,716 | 28,517 | 80,199 |
| **Subtotal:** | **657** | **81,297** | **164,687** | **246,641** | **67,040** | **179,601** |
| **1 Vehicle Involved** | | | | | | |
| Parked Vehicle | 22 | 4,134 | 27,495 | 31,651 | 4,036 | 27,615 |
| Pedestrian | 177 | 4,672 | 164 | 5,013 | 736 | 4,277 |
| Animal | 3 | 1,031 | 18,018 | 19,052 | 17,708 | 1,344 |
| Train | 36 | 200 | 169 | 405 | 194 | 211 |
| Pedalcycles | 30 | 3,197 | 246 | 3,473 | 635 | 2,838 |
| Other Non-Vehicles | – | 54 | 60 | 114 | 99 | 15 |
| Fixed Object | 566 | 27,534 | 38,467 | 66,567 | 42,978 | 23,589 |
| Other Object | 10 | 544 | 2,907 | 3,461 | 2,236 | 1,225 |
| Fall From Vehicle | 11 | 487 | 328 | 826 | 401 | 425 |
| Overturning | 66 | 2,636 | 1,390 | 4,092 | 3,176 | 916 |
| Other Non-Collision | 8 | 710 | 3,728 | 4,446 | 3,255 | 1,191 |
| Not Stated | – | 8 | 27 | 35 | 5 | 30 |
| **Subtotal:** | **929** | **45,207** | **92,999** | **139,135** | **75,459** | **63,676** |
| **Total** | **1,586** | **126,504** | **257,686** | **385,776** | **142,499** | **243,277** |

## DEATHS AND INJURIES BY TYPE OF CRASH

| Type of Crash | DEATHS Rural | DEATHS Urban | DEATHS Total | INJURIES Rural | INJURIES Urban | INJURIES Total |
|---|---|---|---|---|---|---|
| **2 Vehicles Involved** | | | | | | |
| Head On | 234 | 58 | 292 | 4,696 | 4,701 | 9,397 |
| Rear End | 39 | 26 | 65 | 17,699 | 39,737 | 57,436 |
| Backing | 1 | – | 1 | 613 | 1,739 | 2,352 |
| Sideswipe Meeting | 15 | 6 | 21 | 1,861 | 2,581 | 4,442 |
| Sideswipe Passing | 5 | 7 | 12 | 1,866 | 5,401 | 7,267 |
| Angle | 267 | 111 | 378 | 21,554 | 47,828 | 69,382 |
| **Subtotal:** | **561** | **208** | **769** | **48,289** | **101,987** | **150,276** |
| **1 Vehicle Involved** | | | | | | |
| Parked Vehicle | 13 | 10 | 23 | 979 | 4,438 | 5,417 |
| Pedestrian | 74 | 106 | 180 | 765 | 4,496 | 5,261 |
| Animal | 3 | – | 3 | 1,154 | 125 | 1,279 |
| Train | 26 | 13 | 39 | 149 | 151 | 300 |
| Pedalcycles | 20 | 10 | 30 | 644 | 2,840 | 3,484 |
| Other Non-Vehicles | – | – | – | 76 | 11 | 87 |
| Fixed Object | 438 | 167 | 605 | 23,803 | 12,779 | 36,582 |
| Other Object | 6 | 5 | 11 | 431 | 304 | 735 |
| Fall From Vehicle | 6 | 5 | 11 | 238 | 323 | 561 |
| Overturning | 57 | 12 | 69 | 2,759 | 851 | 3,610 |
| Other Non-Collision | 5 | 3 | 8 | 481 | 439 | 920 |
| Not Stated | – | – | – | 3 | 11 | 14 |
| **Subtotal:** | **648** | **331** | **979** | **31,482** | **26,768** | **58,250** |
| **Total** | **1,209** | **539** | **1,748** | **79,771** | **128,755** | **208,526** |

## TOTAL CRASHES AND CONSEQUENCES BY COUNTY

| County | 1987 Population | Crashes | | | | | Consequences | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Urban | Rural | Total | Fatal | Injury | Property Damage | Deaths | Injuries | Death Rate (+) |
| Adams | 24,700 | 52 | 708 | 760 | 5 | 226 | 529 | 7 | 384 | 28.34 |
| Allen | 110,500 | 2,594 | 1,992 | 4,586 | 16 | 1,411 | 3,159 | 23 | 2,337 | 20.81 |
| Ashland | 46,300 | 649 | 1,060 | 1,709 | 13 | 508 | 1,188 | 13 | 779 | 28.08 |
| Ashtabula | 101,200 | 1,387 | 1,937 | 3,324 | 28 | 1,078 | 2,218 | 28 | 1,752 | 27.67 |
| Athens | 57,600 | 563 | 1,022 | 1,585 | 5 | 507 | 1,073 | 6 | 820 | 10.42 |
| Auglaize | 43,700 | 543 | 859 | 1,402 | 9 | 424 | 969 | 10 | 679 | 22.88 |
| Belmont | 78,200 | 717 | 1,593 | 2,310 | 12 | 662 | 1,636 | 17 | 1,059 | 21.74 |
| Brown | 34,700 | 2 | 1,078 | 1,080 | 6 | 335 | 739 | 6 | 560 | 17.29 |
| Butler | 271,500 | 5,898 | 3,454 | 9,352 | 44 | 3,296 | 6,012 | 47 | 5,675 | 17.31 |
| Carroll | 26,800 | 148 | 651 | 799 | 4 | 278 | 517 | 4 | 430 | 14.93 |
| Champaign | 33,900 | 216 | 903 | 1,119 | 7 | 311 | 801 | 9 | 499 | 26.55 |
| Clark | 147,400 | 2,660 | 2,342 | 5,002 | 19 | 1,635 | 3,348 | 21 | 2,603 | 14.25 |
| Clermont | 140,600 | 294 | 4,837 | 5,131 | 44 | 1,747 | 3,340 | 48 | 2,967 | 34.14 |
| Clinton | 34,800 | 474 | 850 | 1,324 | 4 | 361 | 959 | 4 | 562 | 11.49 |
| Columbiana | 110,100 | 1,137 | 1,952 | 3,089 | 16 | 1,026 | 2,047 | 20 | 1,611 | 18.17 |
| Coshocton | 35,900 | 474 | 843 | 1,317 | 5 | 316 | 996 | 7 | 476 | 19.50 |
| Crawford | 49,000 | 704 | 659 | 1,363 | 9 | 416 | 938 | 9 | 624 | 18.37 |
| Cuyahoga | 1,445,400 | 48,311 | 1,303 | 49,614 | 117 | 19,042 | 30,455 | 124 | 34,059 | 8.58 |
| Darke | 54,000 | 486 | 1,067 | 1,553 | 13 | 539 | 1,001 | 13 | 857 | 24.07 |
| Defiance | 39,200 | 863 | 869 | 1,732 | 6 | 493 | 1,233 | 10 | 798 | 25.51 |
| Delaware | 59,000 | 705 | 1,763 | 2,468 | 17 | 771 | 1,680 | 17 | 1,216 | 28.81 |
| Erie | 77,100 | 1,512 | 1,690 | 3,202 | 14 | 1,030 | 2,158 | 17 | 1,787 | 22.05 |
| Fairfield | 97,400 | 1,667 | 1,644 | 3,311 | 14 | 1,123 | 2,174 | 18 | 1,853 | 18.48 |
| Fayette | 27,700 | 410 | 739 | 1,149 | 13 | 349 | 787 | 15 | 525 | 54.15 |
| Franklin | 907,000 | 33,509 | 5,562 | 39,071 | 103 | 12,260 | 26,708 | 115 | 19,392 | 12.68 |
| Fulton | 38,800 | 390 | 788 | 1,178 | 16 | 394 | 768 | 18 | 655 | 46.39 |
| Gallia | 29,800 | 289 | 884 | 1,173 | 4 | 311 | 858 | 4 | 489 | 13.42 |
| Geauga | 75,500 | 205 | 2,195 | 2,400 | 19 | 810 | 1,571 | 19 | 1,328 | 25.17 |
| Greene | 130,200 | 2,367 | 1,675 | 4,042 | 14 | 1,266 | 2,762 | 14 | 1,996 | 10.75 |
| Guernsey | 40,200 | 440 | 1,189 | 1,629 | 11 | 454 | 1,164 | 13 | 704 | 32.34 |
| Hamilton | 865,100 | 26,348 | 7,936 | 34,284 | 75 | 9,292 | 24,917 | 76 | 14,502 | 8.79 |
| Hancock | 65,900 | 1,502 | 1,225 | 2,727 | 19 | 716 | 1,992 | 21 | 1,065 | 31.87 |
| Hardin | 31,700 | 384 | 580 | 964 | 6 | 286 | 672 | 9 | 460 | 28.39 |
| Harrison | 16,400 | 119 | 479 | 598 | 4 | 140 | 454 | 4 | 225 | 24.39 |
| Henry | 28,500 | 286 | 546 | 832 | 10 | 289 | 533 | 10 | 466 | 35.09 |
| Highland | 34,600 | 484 | 930 | 1,414 | 3 | 413 | 998 | 3 | 650 | 8.67 |
| Hocking | 24,700 | 265 | 724 | 989 | 7 | 323 | 659 | 7 | 441 | 28.34 |
| Holmes | 30,000 | 137 | 883 | 1,020 | 7 | 242 | 771 | 7 | 413 | 23.33 |
| Huron | 55,100 | 786 | 1,076 | 1,862 | 13 | 608 | 1,241 | 15 | 972 | 27.22 |
| Jackson | 30,000 | 433 | 747 | 1,180 | 2 | 303 | 875 | 2 | 450 | 6.67 |
| Jefferson | 85,700 | 1,206 | 943 | 2,149 | 9 | 614 | 1,526 | 9 | 951 | 10.50 |
| Knox | 47,600 | 667 | 1,259 | 1,926 | 8 | 545 | 1,373 | 9 | 798 | 18.91 |
| Lake | 212,500 | 4,667 | 1,705 | 6,372 | 20 | 1,907 | 4,445 | 24 | 2,981 | 11.29 |
| Lawrence | 62,200 | 452 | 1,045 | 1,497 | 6 | 511 | 980 | 6 | 792 | 9.65 |
| Licking | 125,400 | 2,075 | 2,950 | 5,025 | 32 | 1,594 | 3,399 | 36 | 2,585 | 28.71 |

## TOTAL CRASHES AND CONSEQUENCES BY COUNTY

| County | 1987 Population | Crashes | | | | | Consequences | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | Urban | Rural | Total | Fatal | Injury | Property Damage | Deaths | Injuries | Death Rate (+) |
| Logan | 40,200 | 451 | 1,322 | 1,773 | 11 | 471 | 1,291 | 11 | 770 | 27.36 |
| Lorain | 270,600 | 5,712 | 2,497 | 8,209 | 31 | 2,653 | 5,525 | 42 | 4,391 | 15.52 |
| Lucas | 462,100 | 20,883 | 2,546 | 23,429 | 61 | 7,453 | 15,915 | 67 | 12,411 | 14.50 |
| Madison | 34,800 | 162 | 896 | 1,058 | 7 | 348 | 703 | 8 | 559 | 22.99 |
| Mahoning | 276,600 | 3,844 | 4,382 | 8,226 | 50 | 3,381 | 4,795 | 55 | 5,859 | 19.88 |
| Marion | 65,300 | 636 | 1,171 | 1,807 | 6 | 731 | 1,070 | 6 | 1,124 | 9.19 |
| Medina | 116,900 | 1,288 | 2,372 | 3,660 | 28 | 1,266 | 2,366 | 31 | 2,096 | 26.52 |
| Meigs | 23,900 | 5 | 560 | 565 | 6 | 172 | 387 | 6 | 267 | 25.10 |
| Mercer | 39,000 | 428 | 652 | 1,080 | 9 | 307 | 764 | 9 | 533 | 23.08 |
| Miami | 89,600 | 1,738 | 1,562 | 3,300 | 20 | 934 | 2,346 | 21 | 1,469 | 23.44 |
| Monroe | 16,200 | 51 | 249 | 300 | 3 | 93 | 204 | 3 | 146 | 18.52 |
| Montgomery | 566,300 | 13,702 | 5,643 | 19,345 | 62 | 6,560 | 12,723 | 68 | 10,652 | 12.01 |
| Morgan | 14,200 | – | 433 | 433 | 2 | 126 | 305 | 2 | 198 | 14.08 |
| Morrow | 27,000 | 65 | 1,055 | 1,120 | 12 | 300 | 808 | 13 | 501 | 48.15 |
| Muskingum | 84,100 | 1,481 | 1,942 | 3,423 | 21 | 1,059 | 2,343 | 23 | 1,810 | 27.35 |
| Noble | 11,500 | – | 325 | 325 | 5 | 88 | 232 | 5 | 139 | 43.48 |
| Ottawa | 39,900 | 370 | 1,087 | 1,457 | 10 | 485 | 962 | 11 | 779 | 27.57 |
| Paulding | 20,900 | 94 | 461 | 555 | 10 | 189 | 356 | 11 | 293 | 52.63 |
| Perry | 31,800 | 159 | 664 | 823 | 3 | 248 | 572 | 3 | 367 | 9.43 |
| Pickaway | 44,700 | 448 | 1,333 | 1,781 | 17 | 629 | 1,135 | 18 | 992 | 40.27 |
| Pike | 25,000 | 149 | 486 | 635 | 9 | 180 | 446 | 9 | 298 | 36.00 |
| Portage | 137,000 | 2,044 | 2,603 | 4,647 | 32 | 1,718 | 2,897 | 33 | 2,824 | 24.09 |
| Preble | 39,300 | 265 | 1,073 | 1,338 | 5 | 408 | 925 | 5 | 666 | 12.72 |
| Putnam | 33,400 | 73 | 633 | 706 | 10 | 285 | 411 | 11 | 431 | 32.93 |
| Richland | 128,800 | 2,783 | 2,557 | 5,340 | 22 | 1,707 | 3,611 | 26 | 2,697 | 20.19 |
| Ross | 67,300 | 735 | 1,708 | 2,443 | 17 | 880 | 1,546 | 17 | 1,599 | 25.26 |
| Sandusky | 62,200 | 937 | 1,481 | 2,418 | 10 | 785 | 1,623 | 11 | 1,269 | 17.68 |
| Scioto | 82,300 | 1,021 | 1,487 | 2,508 | 7 | 889 | 1,612 | 7 | 1,367 | 8.51 |
| Seneca | 61,600 | 867 | 859 | 1,726 | 13 | 569 | 1,144 | 13 | 855 | 21.10 |
| Shelby | 44,000 | 706 | 250 | 956 | 6 | 224 | 726 | 6 | 329 | 13.64 |
| Stark | 373,500 | 6,348 | 6,173 | 12,521 | 53 | 4,261 | 8,207 | 60 | 7,000 | 16.06 |
| Summit | 507,800 | 16,143 | 3,909 | 20,052 | 45 | 6,719 | 13,288 | 49 | 11,196 | 9.65 |
| Trumbull | 233,500 | 2,918 | 3,524 | 6,442 | 38 | 2,795 | 3,609 | 44 | 5,263 | 18.84 |
| Tuscarawas | 85,500 | 1,160 | 1,682 | 2,842 | 19 | 900 | 1,923 | 20 | 1,437 | 23.39 |
| Union | 31,100 | 211 | 945 | 1,156 | 6 | 332 | 818 | 7 | 509 | 22.51 |
| Van Wert | 30,000 | 464 | 497 | 962 | 6 | 276 | 679 | 7 | 401 | 23.33 |
| Vinton | 11,400 | – | 377 | 377 | 2 | 140 | 235 | 2 | 224 | 17.54 |
| Warren | 104,500 | 1,222 | 2,736 | 3,958 | 20 | 1,327 | 2,611 | 23 | 2,097 | 22.01 |
| Washington | 64,200 | 763 | 1,233 | 1,996 | 4 | 553 | 1,439 | 4 | 865 | 6.23 |
| Wayne | 101,200 | 1,142 | 2,120 | 3,262 | 11 | 1,003 | 2,248 | 13 | 1,511 | 12.85 |
| Williams | 36,800 | 408 | 1,119 | 1,527 | 12 | 460 | 1,055 | 14 | 745 | 38.04 |
| Wood | 110,300 | 1,731 | 2,226 | 3,957 | 24 | 1,216 | 2,717 | 26 | 1,980 | 23.57 |
| Wyandot | 22,600 | 193 | 532 | 725 | 13 | 222 | 490 | 14 | 380 | 61.95 |
| **Total** | **10,752,500** | **243,277** | **142,498** | **385,776** | **1,586** | **126,504** | **257,685** | **1,748** | **208,526** | **16.26** |

## TOTAL CRASHES AND CONSEQUENCES BY CITY

| City | 1987 Population | Crashes | | | | Consequences | | |
|---|---|---|---|---|---|---|---|---|
| | | Total | Fatal | Injury | Property Damage | Deaths | Injuries | Death Rate (+) |
| **Cities with Population over 50,000** | | | | | | | | |
| Akron | 222,060 | 10,914 | 18 | 3,899 | 6,997 | 19 | 6,725 | 8.56 |
| Canton | 87,110 | 3,704 | 7 | 1,176 | 2,521 | 7 | 1,906 | 8.04 |
| Cincinnati | 369,750 | 18,781 | 36 | 4,263 | 14,482 | 36 | 6,032 | 9.74 |
| Cleveland | 535,830 | 27,238 | 66 | 10,542 | 16,630 | 69 | 19,563 | 12.88 |
| Cleveland Heights | 54,720 | 998 | 2 | 574 | 422 | 2 | 1,251 | 3.65 |
| Columbus | 566,930 | 27,933 | 62 | 8,573 | 19,298 | 72 | 13,158 | 12.70 |
| Dayton | 178,920 | 7,943 | 26 | 2,602 | 5,315 | 27 | 4,218 | 15.09 |
| Elyria | 57,270 | 2,219 | 2 | 648 | 1,569 | 2 | 1,025 | 3.49 |
| Euclid | 57,390 | 1,294 | 2 | 411 | 881 | 5 | 670 | 8.71 |
| Hamilton | 65,050 | 2,389 | 5 | 1,005 | 1,379 | 5 | 1,903 | 7.69 |
| Kettering | 59,810 | 1,321 | 1 | 397 | 923 | 1 | 627 | 1.67 |
| Lakewood | 59,540 | 1,179 | 1 | 410 | 768 | 1 | 576 | 1.68 |
| Lorain | 72,210 | 1,884 | 5 | 694 | 1,185 | 9 | 1,215 | 12.46 |
| Mansfield | 51,340 | 2,209 | 2 | 739 | 1,468 | 3 | 1,151 | 5.84 |
| Parma | 89,460 | 1,693 | 5 | 682 | 1,006 | 5 | 1,124 | 5.59 |
| Springfield | 69,500 | 2,529 | 7 | 795 | 1,727 | 7 | 1,256 | 10.07 |
| Toledo | 340,680 | 18,933 | 29 | 6,006 | 12,898 | 34 | 9,927 | 9.98 |
| Warren | 52,900 | 1,557 | 5 | 750 | 802 | 5 | 1,577 | 9.45 |
| Youngstown | 104,689 | 3,148 | 14 | 1,486 | 1,648 | 16 | 2,735 | 15.28 |
| **Cities with Population of 25,000 to 49,999** | | | | | | | | |
| Barberton | 27,790 | 794 | 2 | 259 | 533 | 2 | 443 | 7.20 |
| Beaver Creek | 34,400 | 908 | 1 | 276 | 631 | 1 | 419 | 2.91 |
| Bowling Green | 25,100 | 854 | 2 | 198 | 654 | 2 | 297 | 7.97 |
| Brunswick | 28,590 | 362 | – | 144 | 218 | – | 234 | – |
| Cuyahoga Falls | 41,820 | 1,606 | 1 | 421 | 1,184 | 1 | 645 | 2.39 |
| East Cleveland | 36,330 | 971 | 1 | 445 | 525 | 2 | 794 | 5.51 |
| Fairborn | 28,060 | 678 | 2 | 199 | 477 | 2 | 328 | 7.13 |
| Fairfield | 34,150 | 1,139 | 7 | 386 | 746 | 7 | 569 | 20.50 |
| Findlay | 36,660 | 1,464 | 2 | 346 | 1,116 | 2 | 505 | 5.46 |
| Garfield Heights | 33,360 | 877 | – | 254 | 623 | – | 422 | – |
| Huber Heights | 45,530 | 999 | 2 | 315 | 682 | 3 | 481 | 6.59 |
| Kent | 27,950 | 832 | 4 | 265 | 563 | 4 | 405 | 14.31 |
| Lancaster | 34,670 | 1,455 | 4 | 452 | 999 | 4 | 740 | 11.54 |
| Lima | 45,990 | 2,291 | 1 | 647 | 1,643 | 1 | 984 | 2.17 |
| Maple Heights | 28,350 | 684 | – | 260 | 424 | – | 507 | – |
| Marion | 35,080 | 636 | 1 | 295 | 340 | 1 | 438 | 2.85 |
| Massillon | 31,880 | 1,107 | 5 | 349 | 753 | 7 | 516 | 21.96 |
| Mentor | 43,190 | 1,692 | 5 | 477 | 1,210 | 7 | 711 | 16.21 |
| Middletown | 46,040 | 1,750 | 5 | 560 | 1,185 | 5 | 941 | 10.86 |
| Newark | 41,200 | 1,521 | 2 | 527 | 992 | 2 | 866 | 4.85 |
| North Olmsted | 35,880 | 1,097 | 1 | 331 | 765 | 1 | 481 | 2.79 |
| Sandusky | 30,520 | 1,131 | 2 | 285 | 844 | 2 | 450 | 6.55 |
| Shaker Heights | 30,850 | 779 | – | 275 | 504 | – | 477 | – |
| Stow | 25,770 | 748 | 2 | 213 | 533 | 3 | 327 | 11.64 |
| Strongsville | 32,690 | 983 | 3 | 337 | 643 | 3 | 492 | 9.18 |
| Upper Arlington | 36,620 | 534 | 1 | 146 | 387 | 1 | 219 | 2.73 |
| Westerville | 26,490 | 661 | – | 193 | 468 | – | 289 | – |
| Zanesville | 27,920 | 1,481 | 3 | 411 | 1,067 | 3 | 706 | 10.74 |
| **Cities with Population of 10,000 to 24,999** | | | | | | | | |
| Alliance | 23,320 | 880 | 1 | 301 | 578 | 1 | 537 | 4.29 |
| Amherst | 10,430 | 331 | 1 | 111 | 219 | 1 | 165 | 9.59 |
| Ashland | 19,520 | 591 | 2 | 172 | 417 | 2 | 239 | 10.25 |
| Ashtabula | 22,180 | 801 | 2 | 276 | 523 | 2 | 486 | 9.02 |
| Athens | 20,870 | 425 | – | 135 | 290 | – | 201 | – |
| Avon Lake | 13,400 | 221 | – | 67 | 154 | – | 118 | – |
| Bay Village | 17,480 | 190 | 3 | 61 | 126 | 3 | 87 | 17.16 |
| Bedford | 14,620 | 383 | – | 146 | 237 | – | 226 | – |

## TOTAL CRASHES AND CONSEQUENCES BY CITY

| City | 1987 Population | Crashes Total | Fatal | Injury | Property Damage | Consequences Deaths | Injuries | Death Rate (+) |
|---|---|---|---|---|---|---|---|---|
| Bedford Heights | 12,350 | 509 | 1 | 185 | 323 | 1 | 329 | 8.10 |
| Bellefontaine | 12,060 | 451 | – | 110 | 341 | – | 159 | – |
| Berea | 18,770 | 395 | 1 | 125 | 269 | 1 | 189 | 5.33 |
| Bexley | 13,540 | 337 | – | 94 | 243 | – | 146 | – |
| Blue Ash | 10,360 | 554 | 1 | 158 | 395 | 1 | 243 | 9.65 |
| Brecksville | 11,160 | 183 | 2 | 75 | 106 | 2 | 140 | 17.92 |
| Broadview Heights | 10,710 | 49 | – | 3 | 46 | – | 4 | – |
| Brook Park | 24,790 | 538 | 3 | 225 | 310 | 3 | 377 | 12.10 |
| Brooklyn | 12,020 | 283 | 1 | 172 | 110 | 1 | 324 | 8.32 |
| Bucyrus | 13,480 | 360 | – | 101 | 259 | – | 147 | – |
| Cambridge | 12,470 | 440 | 1 | 105 | 334 | 1 | 166 | 8.02 |
| Campbell | 10,770 | 247 | 1 | 87 | 159 | 1 | 127 | 9.29 |
| Centerville | 20,050 | 509 | – | 166 | 343 | – | 263 | – |
| Chillicothe | 23,420 | 735 | 3 | 314 | 418 | 3 | 694 | 12.81 |
| Circleville | 11,980 | 448 | 1 | 116 | 331 | 1 | 168 | 8.35 |
| Conneaut | 13,360 | 334 | 2 | 99 | 233 | 2 | 148 | 14.97 |
| Coshocton | 13,100 | 474 | 2 | 97 | 375 | 2 | 152 | 15.27 |
| Defiance | 17,100 | 754 | 1 | 211 | 542 | 1 | 307 | 5.85 |
| Delaware | 19,380 | 678 | – | 194 | 484 | – | 296 | – |
| Dover | 11,560 | 362 | – | 119 | 243 | – | 191 | – |
| East Liverpool | 15,640 | 386 | 1 | 87 | 298 | 1 | 135 | 6.39 |
| Eastlake | 21,740 | 371 | – | 118 | 253 | – | 193 | – |
| Englewood | 11,300 | 281 | – | 87 | 194 | – | 128 | – |
| Fairview Park | 18,290 | 293 | 1 | 105 | 187 | 1 | 166 | 5.47 |
| Forrest Park | 18,330 | 416 | – | 114 | 302 | – | 161 | – |
| Fostoria | 15,710 | 333 | 1 | 130 | 202 | 1 | 185 | 6.37 |
| Franklin | 10,640 | 388 | 1 | 123 | 264 | 1 | 222 | 9.40 |
| Fremont | 17,280 | 710 | – | 182 | 528 | – | 279 | – |
| Gahanna | 21,470 | 441 | – | 132 | 309 | – | 208 | – |
| Galion | 11,770 | 247 | – | 74 | 173 | – | 113 | – |
| Girard | 12,530 | 284 | 1 | 90 | 193 | 1 | 143 | 7.98 |
| Greenville | 12,650 | 486 | – | 123 | 363 | – | 202 | – |
| Grove City | 18,390 | 398 | 1 | 104 | 293 | 1 | 165 | 5.44 |
| Ironton | 13,110 | 420 | – | 127 | 293 | – | 213 | – |
| Lyndhurst | 16,430 | 444 | – | 150 | 294 | – | 206 | – |
| Marietta | 16,140 | 599 | – | 117 | 482 | – | 187 | – |
| Mason | 11,050 | 211 | 1 | 74 | 136 | 1 | 118 | 9.05 |
| Maumee | 16,740 | 625 | 2 | 136 | 487 | 2 | 207 | 11.95 |
| Mayfield Heights | 19,820 | 635 | 1 | 237 | 397 | 1 | 387 | 5.05 |
| Medina | 16,530 | 521 | – | 150 | 371 | – | 235 | – |
| Miamisburg | 16,980 | 720 | 2 | 197 | 521 | 2 | 323 | 11.78 |
| Middleburg Heights | 14,990 | 793 | 2 | 295 | 496 | 2 | 485 | 13.34 |
| Montgomery | 11,110 | 464 | – | 136 | 328 | – | 210 | – |
| Mount Vernon | 14,400 | 668 | – | 158 | 510 | – | 216 | – |
| New Philadelphia | 17,070 | 590 | – | 177 | 413 | – | 293 | – |
| Niles | 22,030 | 565 | 1 | 277 | 287 | 1 | 487 | 4.54 |
| North Canton | 14,500 | 357 | – | 114 | 243 | – | 176 | – |
| North College Hill | 10,490 | 274 | – | 108 | 166 | – | 187 | – |
| North Ridgeville | 21,960 | 461 | – | 153 | 308 | – | 230 | – |
| North Royalton | 19,580 | 442 | 3 | 187 | 252 | 3 | 301 | 15.32 |
| Norton | 11,980 | 208 | – | 60 | 148 | – | 89 | – |
| Norwalk | 14,480 | 514 | – | 153 | 361 | – | 236 | – |
| Norwood | 24,980 | 963 | 2 | 250 | 711 | 2 | 394 | 8.01 |
| Oregon | 18,460 | 738 | 1 | 237 | 500 | 1 | 378 | 5.42 |
| Oxford | 16,590 | 391 | – | 105 | 286 | – | 150 | – |
| Painesville | 16,350 | 506 | 1 | 159 | 346 | 1 | 235 | 6.12 |
| Parma Heights | 21,970 | 475 | – | 161 | 314 | – | 256 | – |
| Perrysburg | 11,080 | 292 | – | 82 | 210 | – | 118 | – |
| Piqua | 20,320 | 679 | 3 | 174 | 502 | 3 | 256 | 14.76 |
| Portsmouth | 23,070 | 902 | 4 | 293 | 605 | 4 | 425 | 17.34 |
| Ravenna | 11,610 | 422 | – | 185 | 237 | – | 326 | – |

## TOTAL CRASHES AND CONSEQUENCES BY CITY

| City | 1987 Population | Crashes | | | Property Damage | Consequences | | Death Rate (+) |
|---|---|---|---|---|---|---|---|---|
| | | Total | Fatal | Injury | | Deaths | Injuries | |
| **Cities with Population of 10,000 to 24,999 (Continued)** | | | | | | | | |
| Reading | 11,960 | 466 | – | 115 | 351 | – | 166 | – |
| Reynoldsburg | 21,740 | 677 | 1 | 188 | 488 | 1 | 275 | 4.60 |
| Rocky River | 20,280 | 366 | – | 141 | 225 | – | 233 | – |
| Salem | 12,390 | 352 | – | 133 | 219 | – | 203 | – |
| Seven Hills | 13,070 | 163 | 1 | 42 | 120 | 1 | 74 | 7.65 |
| Sharonville | 11,200 | 943 | 3 | 254 | 686 | 3 | 400 | 26.79 |
| Sheffield Lake | 10,380 | 56 | – | 18 | 38 | – | 22 | – |
| Shelby | 10,150 | 230 | 1 | 71 | 158 | 1 | 101 | 9.85 |
| Sidney | 18,010 | 706 | – | 164 | 542 | – | 238 | – |
| Solon | 16,760 | 513 | 1 | 157 | 355 | 1 | 233 | 5.97 |
| South Euclid | 24,950 | 730 | 1 | 222 | 507 | 1 | 333 | 4.01 |
| Springdale | 12,220 | 862 | – | 331 | 531 | – | 601 | – |
| Steubenville | 23,580 | 933 | 1 | 231 | 701 | 1 | 356 | 4.24 |
| Struthers | 12,650 | 190 | 1 | 70 | 119 | 1 | 117 | 7.91 |
| Sylvania | 16,140 | 371 | – | 131 | 240 | – | 218 | – |
| Tallmadge | 14,420 | 411 | 1 | 117 | 293 | 1 | 179 | 6.93 |
| Tiffin | 19,510 | 596 | – | 151 | 445 | – | 209 | – |
| Troy | 19,620 | 736 | 2 | 164 | 570 | 2 | 224 | 10.19 |
| Urbana | 11,040 | 216 | – | 58 | 158 | – | 90 | – |
| Van Wert | 10,720 | 407 | – | 95 | 312 | – | 128 | – |
| Vandalia | 12,440 | 373 | 3 | 151 | 219 | 3 | 242 | 24.12 |
| Wadsworth | 15,210 | 359 | 1 | 117 | 241 | 1 | 188 | 6.57 |
| Warrensville Heights | 16,070 | 321 | – | 187 | 134 | – | 299 | – |
| Washington Court H | 12,650 | 410 | 1 | 120 | 289 | 1 | 179 | 7.91 |
| West Carrollton | 13,430 | 438 | 3 | 151 | 284 | 4 | 258 | 29.78 |
| Westlake | 23,160 | 591 | 1 | 186 | 404 | 1 | 287 | 4.32 |
| Whitehall | 22,640 | 627 | 1 | 240 | 386 | 1 | 369 | 4.42 |
| Wickliffe | 15,260 | 439 | 1 | 142 | 296 | 1 | 195 | 6.55 |
| Willoughby | 19,370 | 645 | 2 | 188 | 455 | 2 | 293 | 10.33 |
| Willowick | 16,080 | 355 | – | 104 | 251 | – | 141 | – |
| Wilmington | 10,430 | 389 | 1 | 89 | 299 | 1 | 139 | 9.59 |
| Wooster | 19,490 | 874 | 1 | 233 | 640 | 1 | 350 | 5.13 |
| Worthington | 21,020 | 619 | 1 | 171 | 447 | 1 | 269 | 4.76 |
| Xenia | 23,740 | 647 | 3 | 192 | 452 | 3 | 337 | 12.64 |
| **Cities with Population of 5,000 to 9,999** | | | | | | | | |
| Ada | 5,160 | 82 | – | 18 | 64 | – | 26 | – |
| Aurora | 8,550 | 276 | 2 | 76 | 198 | 2 | 112 | 23.39 |
| Avon | 7,060 | 256 | 1 | 98 | 157 | 1 | 141 | 14.16 |
| Beachwood | 9,840 | 412 | – | 172 | 240 | – | 283 | – |
| Bellaire | 7,720 | 198 | 1 | 54 | 143 | 1 | 86 | 12.95 |
| Bellbrook | 5,770 | 53 | – | 16 | 37 | – | 25 | – |
| Belpre | 6,860 | 164 | – | 54 | 110 | – | 86 | – |
| Bryan | 8,030 | 331 | – | 96 | 235 | – | 143 | – |
| Canfield | 5,530 | 87 | – | 38 | 49 | – | 78 | – |
| Celina | 9,420 | 345 | – | 76 | 269 | – | 129 | – |
| Cheviot | 9,170 | 219 | 1 | 77 | 141 | 1 | 158 | 10.91 |
| Clyde | 5,550 | 143 | – | 59 | 84 | – | 101 | – |
| Cortland | 5,290 | 92 | – | 40 | 52 | – | 78 | – |
| Crestline | 5,300 | 99 | – | 32 | 67 | – | 46 | – |
| Deer Park | 6,690 | 116 | – | 20 | 96 | – | 27 | – |
| Delphos | 7,350 | 212 | – | 49 | 163 | – | 73 | – |
| Dublin | 5,760 | 570 | 2 | 173 | 395 | 2 | 293 | 34.72 |
| East Palestine | 5,220 | 88 | – | 28 | 60 | – | 41 | – |
| Eaton | 7,420 | 265 | 1 | 62 | 202 | 1 | 89 | 13.48 |
| Fairlawn | 6,120 | 266 | – | 76 | 190 | – | 138 | – |
| Geneva | 6,610 | 123 | – | 39 | 84 | – | 56 | – |
| Germantown | 5,300 | 112 | – | 34 | 78 | – | 56 | – |
| Grandview Heights | 8,340 | 174 | – | 40 | 134 | – | 57 | – |
| Greenfield | 5,060 | 156 | – | 64 | 92 | – | 99 | – |

## TOTAL CRASHES AND CONSEQUENCES BY CITY

| City | 1987 Population | Crashes Total | Crashes Fatal | Crashes Injury | Crashes Property Damage | Consequences Deaths | Consequences Injuries | Death Rate (+) |
|---|---|---|---|---|---|---|---|---|
| Harrison | 6,530 | 250 | – | 64 | 186 | – | 99 | – |
| Heath | 7,590 | 402 | 1 | 130 | 271 | 1 | 218 | 13.18 |
| Highland Heights | 5,890 | 164 | – | 51 | 113 | – | 84 | – |
| Hilliard | 9,050 | 332 | – | 95 | 237 | – | 160 | – |
| Hillsboro | 6,720 | 328 | – | 72 | 256 | – | 104 | – |
| Hubbard | 8,770 | 158 | – | 47 | 111 | – | 76 | – |
| Huron | 6,920 | 170 | 1 | 54 | 115 | 2 | 95 | 28.90 |
| Independence | 6,530 | 376 | 2 | 197 | 177 | 2 | 368 | 30.63 |
| Indian Hill | 5,140 | 187 | 1 | 58 | 128 | 1 | 85 | 19.46 |
| Jackson | 6,770 | 240 | – | 53 | 187 | – | 74 | – |
| Kenton | 8,690 | 302 | – | 80 | 222 | – | 137 | – |
| Kirtland | 6,090 | 152 | – | 60 | 92 | – | 104 | – |
| Lebanon | 9,970 | 354 | 2 | 108 | 244 | 2 | 169 | 20.06 |
| Lincoln Heights | 5,480 | 79 | – | 24 | 55 | – | 55 | 0.00 |
| Logan | 6,940 | 265 | 1 | 61 | 203 | 1 | 84 | 14.41 |
| London | 8,000 | 78 | – | 23 | 55 | – | 33 | – |
| Louisville | 7,780 | 137 | – | 39 | 98 | – | 52 | – |
| Macedonia | 7,260 | 304 | – | 100 | 204 | – | 164 | – |
| Madeira | 8,710 | 171 | – | 42 | 129 | – | 59 | – |
| Martins Ferry | 8,740 | 171 | – | 43 | 128 | – | 64 | – |
| Marysville | 8,310 | 211 | – | 50 | 161 | – | 72 | – |
| Mentor-on-the-Lake | 8,240 | 83 | – | 35 | 48 | – | 50 | – |
| Moraine | 6,000 | 563 | – | 191 | 372 | – | 309 | – |
| Mount Healthy | 7,270 | 228 | – | 71 | 157 | – | 116 | – |
| Munroe Falls | 5,110 | 81 | – | 23 | 58 | – | 33 | – |
| Napoleon | 8,570 | 286 | – | 82 | 204 | – | 131 | – |
| New Carlisle | 6,790 | 110 | – | 22 | 88 | – | 26 | – |
| New Lexington | 5,300 | 133 | – | 41 | 92 | – | 55 | – |
| Northwood | 5,590 | 360 | – | 107 | 253 | – | 168 | – |
| Oakwood | 8,740 | 164 | 1 | 61 | 102 | 1 | 102 | 11.44 |
| Oberlin | 8,220 | 105 | 1 | 39 | 65 | 1 | 63 | 12.17 |
| Olmsted Falls | 6,630 | 102 | 1 | 27 | 74 | 1 | 42 | 15.08 |
| Orrville | 7,750 | 163 | – | 38 | 125 | – | 54 | – |
| Pepper Pike | 6,520 | 215 | 1 | 73 | 141 | 1 | 109 | 15.34 |
| Port Clinton | 7,170 | 298 | – | 57 | 241 | – | 98 | – |
| Richmond Heights | 9,690 | 221 | – | 89 | 132 | – | 164 | – |
| Rittman | 6,030 | 105 | – | 26 | 79 | – | 44 | – |
| Rossford | 5,920 | 130 | – | 25 | 105 | – | 46 | – |
| Saint Bernard | 5,250 | 275 | 1 | 90 | 184 | 1 | 130 | 19.05 |
| Saint Clairsville | 5,610 | 104 | – | 28 | 76 | – | 55 | – |
| Saint Marys | 8,420 | 252 | – | 75 | 177 | – | 104 | – |
| Sebring | 5,040 | 69 | – | 17 | 52 | – | 26 | – |
| Silverton | 5,680 | 192 | 1 | 49 | 142 | 1 | 73 | 17.61 |
| Springboro | 5,370 | 148 | – | 45 | 103 | – | 64 | – |
| Streetsboro | 9,100 | 470 | 2 | 180 | 288 | 2 | 308 | 21.98 |
| Tipp City | 5,840 | 177 | – | 41 | 136 | – | 61 | – |
| Toronto | 6,580 | 88 | – | 17 | 71 | – | 23 | – |
| Trenton | 6,400 | 90 | – | 26 | 64 | – | 44 | – |
| Trotwood | 8,510 | 167 | 1 | 53 | 113 | 1 | 97 | 11.75 |
| Twinsburg | 3,440 | 311 | 2 | 92 | 217 | 2 | 124 | 23.70 |
| Uhrichsville | 5,960 | 145 | 2 | 37 | 106 | 3 | 58 | 50.34 |
| Union | 5,470 | 2 | – | 2 | – | – | 3 | – |
| Upper Sandusky | 6,110 | 161 | – | 41 | 120 | – | 64 | – |
| Vermilion | 5,660 | 309 | 1 | 106 | 202 | 1 | 169 | 17.99 |
| Wapakoneta | 8,840 | 260 | – | 70 | 190 | – | 106 | – |
| Wauseon | 6,430 | 171 | – | 38 | 133 | – | 46 | – |
| Wellston | 6,330 | 193 | – | 43 | 150 | – | 62 | – |
| Willard | 6,320 | 157 | – | 44 | 113 | – | 64 | – |
| Willoughby Hills | 8,440 | 360 | 1 | 88 | 271 | 1 | 137 | 11.85 |
| Wyoming | 8,280 | 128 | – | 36 | 92 | – | 57 | – |
| **Total** | **4,688,029** | **185,396** | **389** | **60,412** | **124,595** | **426** | **100,254** | **9.09** |

*Totals include cities and villages under 5,000 population.*

## FATAL CRASHES AND DEATHS OVER THE LAST FIVE YEARS BY COUNTY

| COUNTY | 1984 | | 1985 | | 1986 | | 1987 | | 1988 | | AVERAGE | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | FC | D | FC | D | FC | D | FC | D | FC | D | FC | D |
| Adams | 12 | 13 | 4 | 4 | 6 | 7 | 13 | 13 | 5 | 7 | 8 | 9 |
| Allen | 12 | 14 | 13 | 16 | 16 | 17 | 19 | 21 | 16 | 23 | 15 | 18 |
| Ashland | 7 | 7 | 13 | 14 | 10 | 11 | 15 | 15 | 13 | 13 | 12 | 12 |
| Ashtabula | 18 | 18 | 28 | 30 | 21 | 22 | 24 | 26 | 28 | 28 | 24 | 25 |
| Athens | 5 | 6 | 8 | 8 | 7 | 7 | 12 | 13 | 5 | 6 | 7 | 8 |
| Auglaize | 11 | 12 | 7 | 8 | 12 | 13 | 5 | 8 | 9 | 10 | 9 | 10 |
| Belmont | 14 | 15 | 7 | 7 | 11 | 13 | 12 | 14 | 12 | 17 | 11 | 13 |
| Brown | 11 | 12 | 11 | 12 | 8 | 11 | 5 | 5 | 6 | 6 | 8 | 9 |
| Butler | 24 | 24 | 40 | 49 | 40 | 51 | 38 | 39 | 44 | 47 | 37 | 42 |
| Carroll | 5 | 5 | 6 | 6 | 3 | 3 | 6 | 6 | 4 | 4 | 5 | 5 |
| Champaign | 4 | 6 | 8 | 8 | 10 | 10 | 8 | 9 | 7 | 9 | 7 | 8 |
| Clark | 8 | 12 | 16 | 17 | 19 | 22 | 25 | 28 | 19 | 21 | 17 | 20 |
| Clermont | 19 | 21 | 21 | 24 | 29 | 35 | 28 | 32 | 44 | 48 | 28 | 32 |
| Clinton | 9 | 16 | 6 | 7 | 6 | 6 | 6 | 6 | 4 | 4 | 6 | 8 |
| Columbiana | 14 | 15 | 19 | 20 | 23 | 23 | 28 | 30 | 16 | 20 | 20 | 22 |
| Coshocton | 9 | 9 | 9 | 11 | 6 | 10 | 7 | 7 | 5 | 7 | 7 | 9 |
| Crawford | 5 | 9 | 7 | 8 | 10 | 14 | 8 | 11 | 9 | 9 | 8 | 10 |
| Cuyahoga | 156 | 172 | 148 | 154 | 123 | 131 | 132 | 145 | 117 | 124 | 135 | 145 |
| Darke | 11 | 11 | 9 | 10 | 11 | 15 | 14 | 16 | 13 | 13 | 12 | 13 |
| Defiance | 12 | 13 | 5 | 5 | 11 | 12 | 8 | 9 | 6 | 10 | 8 | 10 |
| Delaware | 10 | 10 | 19 | 23 | 19 | 22 | 16 | 19 | 17 | 17 | 16 | 18 |
| Erie | 25 | 27 | 16 | 17 | 14 | 15 | 11 | 12 | 14 | 17 | 16 | 18 |
| Fairfield | 12 | 16 | 12 | 12 | 11 | 11 | 25 | 33 | 14 | 18 | 15 | 18 |
| Fayette | 7 | 9 | 7 | 7 | 6 | 6 | 10 | 11 | 13 | 15 | 9 | 10 |
| Franklin | 97 | 101 | 81 | 86 | 85 | 91 | 95 | 98 | 103 | 115 | 92 | 98 |
| Fulton | 15 | 17 | 5 | 10 | 8 | 9 | 12 | 15 | 16 | 18 | 11 | 14 |
| Gallia | 7 | 7 | 6 | 6 | 7 | 8 | 4 | 4 | 4 | 4 | 6 | 6 |
| Geauga | 11 | 11 | 15 | 15 | 16 | 20 | 11 | 12 | 19 | 19 | 14 | 15 |
| Greene | 19 | 20 | 16 | 18 | 24 | 30 | 16 | 19 | 14 | 14 | 18 | 20 |
| Guernsey | 13 | 15 | 7 | 7 | 6 | 7 | 13 | 14 | 11 | 13 | 10 | 11 |
| Hamilton | 67 | 69 | 76 | 83 | 71 | 75 | 74 | 80 | 75 | 76 | 73 | 77 |
| Hancock | 13 | 13 | 15 | 15 | 22 | 25 | 9 | 11 | 19 | 21 | 16 | 17 |
| Hardin | 8 | 8 | 8 | 8 | 4 | 4 | 4 | 4 | 6 | 9 | 6 | 7 |
| Harrison | 7 | 8 | 3 | 3 | 5 | 5 | 1 | 1 | 4 | 4 | 4 | 4 |
| Henry | 9 | 10 | 14 | 16 | 7 | 7 | 7 | 9 | 10 | 10 | 9 | 10 |
| Highland | 6 | 7 | 7 | 7 | 8 | 8 | 11 | 13 | 3 | 3 | 7 | 8 |
| Hocking | 4 | 4 | 5 | 5 | 7 | 8 | 7 | 10 | 7 | 7 | 6 | 7 |
| Holmes | 5 | 5 | 6 | 8 | 5 | 6 | 5 | 7 | 7 | 7 | 6 | 7 |
| Huron | 13 | 15 | 7 | 11 | 9 | 9 | 9 | 11 | 13 | 15 | 10 | 12 |
| Jackson | 6 | 8 | 8 | 9 | 8 | 8 | 4 | 5 | 2 | 2 | 6 | 6 |
| Jefferson | 7 | 8 | 6 | 6 | 3 | 3 | 8 | 8 | 9 | 9 | 7 | 7 |
| Knox | 7 | 7 | 7 | 9 | 10 | 11 | 5 | 5 | 8 | 9 | 7 | 8 |
| Lake | 27 | 28 | 30 | 34 | 19 | 21 | 12 | 12 | 20 | 24 | 22 | 24 |
| Lawrence | 9 | 9 | 9 | 9 | 5 | 5 | 5 | 6 | 6 | 6 | 7 | 7 |

*NOTE:* ***FC*** *- Fatal Crashes* ***D*** *- Deaths*

| COUNTY | 1984 FC | 1984 D | 1985 FC | 1985 D | 1986 FC | 1986 D | 1987 FC | 1987 D | 1988 FC | 1988 D | AVERAGE FC | AVERAGE D |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Licking | 20 | 21 | 22 | 28 | 17 | 19 | 20 | 24 | 32 | 36 | 22 | 26 |
| Logan | 8 | 10 | 10 | 11 | 3 | 6 | 14 | 16 | 11 | 11 | 9 | 11 |
| Lorain | 34 | 37 | 30 | 34 | 31 | 35 | 34 | 41 | 31 | 42 | 32 | 38 |
| Lucas | 60 | 67 | 54 | 62 | 68 | 74 | 67 | 72 | 61 | 67 | 62 | 68 |
| Madison | 9 | 11 | 7 | 7 | 8 | 9 | 5 | 5 | 7 | 8 | 7 | 8 |
| Mahoning | 32 | 36 | 35 | 37 | 43 | 47 | 40 | 42 | 50 | 55 | 40 | 43 |
| Marion | 9 | 9 | 9 | 9 | 20 | 21 | 11 | 15 | 6 | 6 | 11 | 12 |
| Medina | 21 | 24 | 18 | 18 | 18 | 18 | 9 | 10 | 28 | 31 | 19 | 20 |
| Meigs | 1 | 1 | 2 | 2 | 3 | 3 | 7 | 8 | 6 | 6 | 4 | 4 |
| Mercer | 10 | 10 | 6 | 11 | 7 | 8 | 9 | 10 | 9 | 9 | 8 | 10 |
| Miami | 15 | 17 | 15 | 18 | 19 | 21 | 13 | 17 | 20 | 21 | 16 | 19 |
| Monroe | 2 | 4 | 6 | 7 | 6 | 7 | 1 | 1 | 3 | 3 | 4 | 4 |
| Montgomery | 56 | 67 | 51 | 61 | 67 | 71 | 69 | 75 | 62 | 68 | 61 | 68 |
| Morgan | 1 | 1 | 2 | 2 | 0 | 0 | 5 | 6 | 2 | 2 | 2 | 2 |
| Morrow | 7 | 7 | 2 | 2 | 7 | 8 | 12 | 13 | 12 | 13 | 8 | 9 |
| Muskingum | 13 | 15 | 15 | 15 | 10 | 17 | 9 | 9 | 21 | 23 | 14 | 16 |
| Noble | 1 | 1 | 2 | 2 | 3 | 4 | 2 | 2 | 5 | 5 | 3 | 3 |
| Ottawa | 15 | 15 | 11 | 14 | 9 | 11 | 13 | 15 | 10 | 11 | 12 | 13 |
| Paulding | 12 | 13 | 5 | 7 | 6 | 7 | 7 | 8 | 10 | 11 | 8 | 9 |
| Perry | 5 | 6 | 4 | 4 | 11 | 11 | 6 | 8 | 3 | 3 | 6 | 6 |
| Pickaway | 8 | 9 | 11 | 12 | 13 | 16 | 9 | 12 | 17 | 18 | 12 | 13 |
| Pike | 7 | 7 | 6 | 8 | 4 | 4 | 2 | 2 | 9 | 9 | 6 | 6 |
| Portage | 27 | 31 | 29 | 32 | 34 | 35 | 26 | 29 | 32 | 33 | 30 | 32 |
| Preble | 15 | 17 | 8 | 8 | 3 | 3 | 11 | 11 | 5 | 5 | 8 | 9 |
| Putnam | 8 | 12 | 9 | 12 | 4 | 6 | 8 | 10 | 10 | 11 | 8 | 10 |
| Richland | 24 | 26 | 23 | 26 | 13 | 14 | 24 | 26 | 22 | 26 | 21 | 24 |
| Ross | 5 | 6 | 13 | 17 | 10 | 11 | 17 | 21 | 17 | 17 | 12 | 14 |
| Sandusky | 14 | 20 | 16 | 20 | 14 | 14 | 18 | 24 | 10 | 11 | 14 | 18 |
| Scioto | 8 | 8 | 8 | 8 | 16 | 16 | 8 | 11 | 7 | 7 | 9 | 10 |
| Seneca | 10 | 11 | 15 | 18 | 15 | 17 | 17 | 20 | 13 | 13 | 14 | 16 |
| Shelby | 1 | 1 | 5 | 6 | 13 | 14 | 14 | 15 | 6 | 6 | 8 | 8 |
| Stark | 39 | 43 | 51 | 54 | 39 | 47 | 47 | 49 | 53 | 60 | 46 | 51 |
| Summit | 59 | 63 | 70 | 74 | 58 | 63 | 63 | 66 | 45 | 49 | 59 | 63 |
| Trumbull | 29 | 32 | 27 | 29 | 29 | 31 | 42 | 46 | 38 | 44 | 33 | 36 |
| Tuscarawas | 14 | 16 | 10 | 11 | 10 | 11 | 14 | 16 | 19 | 20 | 13 | 15 |
| Union | 12 | 15 | 6 | 6 | 8 | 10 | 12 | 14 | 6 | 7 | 9 | 10 |
| Van Wert | 4 | 4 | 5 | 5 | 3 | 3 | 7 | 8 | 6 | 7 | 5 | 5 |
| Vinton | 1 | 2 | 4 | 4 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 2 |
| Warren | 14 | 16 | 20 | 21 | 25 | 28 | 34 | 40 | 20 | 23 | 23 | 26 |
| Washington | 13 | 19 | 5 | 6 | 11 | 12 | 9 | 11 | 4 | 4 | 8 | 10 |
| Wayne | 20 | 21 | 23 | 26 | 27 | 30 | 23 | 25 | 11 | 13 | 21 | 23 |
| Williams | 1 | 12 | 10 | 12 | 8 | 10 | 9 | 9 | 12 | 14 | 8 | 11 |
| Wood | 29 | 32 | 25 | 33 | 22 | 27 | 26 | 30 | 24 | 26 | 25 | 30 |
| Wyandot | 7 | 8 | 3 | 3 | 5 | 5 | 7 | 7 | 13 | 14 | 7 | 7 |
| **TOTAL** | **1,470** | **1,645** | **1,478** | **1,644** | **1,503** | **1,673** | **1,588** | **1,772** | **1,586** | **1,748** | **1,525** | **1,696** |

*NOTE:* ***FC*** *- Fatal Crashes* ***D*** *- Deaths*

## 55/65 MPH SPEED TRENDS

In July 1987, Ohio adopted a 65 mph speed limit on interstate highways outside of population areas greater than 50,000. Since that time there has been much examination of the impact of the 65 mph speed limit on traffic crashes and deaths in those areas.

A preliminary review of crash data for the 18 months before and after the institution of the higher speed limit shows a disturbing increase in fatal traffic crashes on the rural interstate system.

In the 18 months prior to the speed limit increase, on sections of the rural interstate that remained at 55 mph after the speed limit increase, 26 fatal crashes were recorded. Eighteen months later, 51 fatal crashes had been posted on the same sections - a jump of 96 percent.

On the sections of rural interstate that were 55 mph but changed to 65 mph, there were 49 fatal crashes in the 18 months prior to the speed limit increase, and 50 afterwards. However, on the rural interstate as a whole, the total number of crashes - fatal, injury and property damage - increased by 31.5 percent, from 6,696 to 8,807.

These figures indicate that there is a major problem on the 55 mph sections of the rural interstate. Drivers are more comfortable with faster speeds, and are not slowing down as they enter the slower-speed zones, causing the "spill-over" effect to occur.

Aggressive speed enforcement in the 65 mph zones has maintained fatal crashes relatively constant, but crashes in general are going up on all segments of the rural interstate.

## SUMMARY OF RURAL INTERSTATE CRASHES 18 MONTHS BEFORE AND AFTER THE 65 MPH SPEED LAW

**All Rural Interstates**

| Type of Crash | During 18 Months Prior to Law: Fatal Crashes | Injury Crashes | Property Damage | Total Crashes | During 18 Months After the Law: Fatal Crashes | Injury Crashes | Property Damage | Total Crashes |
|---|---|---|---|---|---|---|---|---|
| All Crashes | 86 | 4,283 | 11,892 | 16,261 | 121 | 5,437 | 14,362 | 19,920 |
| Construction Zone | 2 | 267 | 672 | 941 | 10 | 387 | 930 | 1,327 |
| Alcohol Related | 33 | 543 | 637 | 1,213 | 43 | 646 | 655 | 1,344 |

**55 MPH Rural Interstates**

| Type of Crash | During 18 Months Prior to Law: Fatal Crashes | Injury Crashes | Property Damage | Total Crashes | During 18 Months After the Law: Fatal Crashes | Injury Crashes | Property Damage | Total Crashes |
|---|---|---|---|---|---|---|---|---|
| All Crashes | 26 | 2,245 | 5,161 | 7,432 | 51 | 2,727 | 5,844 | 8,622 |
| Construction Zone | 1 | 111 | 221 | 333 | 5 | 169 | 354 | 528 |
| Alcohol Related | 16 | 331 | 329 | 676 | 6 | 356 | 328 | 700 |

**65 MPH Rural Interstates**

| Type of Crash | During 18 Months Prior to Law: Fatal Crashes | Injury Crashes | Property Damage | Total Crashes | During 18 Months After the Law: Fatal Crashes | Injury Crashes | Property Damage | Total Crashes |
|---|---|---|---|---|---|---|---|---|
| All Crashes | 49 | 1,561 | 5,086 | 6,696 | 50 | 2,196 | 6,561 | 8,807 |
| Construction Zone | 1 | 96 | 270 | 367 | 4 | 161 | 391 | 556 |
| Alcohol Related | 15 | 175 | 234 | 424 | 22 | 249 | 258 | 529 |

***NOTE:*** *All Rural Interstates section includes crashes that were on the Ohio Turnpike and other rural interstate highways where mileposts are not used or where there was ambiguity on posted speed.*

## DEATH TOLLS AND DEATH RATES THROUGH THE YEARS 1939-1988

| Year | Death Toll | Death *** Rate |
|---|---|---|
| 1939 | 1,903 | 12.27 |
| 1940 | 2,070 | 12.46 |
| 1941 | 2,458 | 13.49 |
| 1942 | 1,783 | 11.31 |
| 1943 | 1,331 * | 10.43 |
| 1944 | 1,340 | 11.01 |
| 1945 | 1,545 | 11.14 |
| 1946 | 1,823 | 9.94 |
| 1947 | 1,830 | 9.14 |
| 1948 | 1,856 | 8.40 |
| **1939-48** | **17,939** | |
| 1949 | 1,716 | 7.27 |
| 1950 | 1,754 | 6.98 |
| 1951 | 1,778 | 6.63 |
| 1952 | 2,013 | 7.01 |
| 1953 | 2,047 | 6.67 |
| 1954 | 1,883 | 5.93 |
| 1955 | 2,074 | 6.31 |
| 1956 | 2,023 | 5.85 |
| 1957 | 2,053 | 5.72 |
| 1958 | 1,817 | 4.91 |
| **1949-58** | **19,158** | |
| 1959 | 1,853 | 4.88 |
| 1960 | 1,907 | 4.93 |
| 1961 | 1,679 | 4.26 |
| 1962 | 1,864 | 4.65 |
| 1963 | 2,011 | 4.78 |
| 1964 | 2,108 | 4.75 |
| 1965 | 2,333 | 4.99 |
| 1966 | 2,605 | 5.40 |
| 1967 | 2,533 | 5.09 |
| 1968 | 2,555 | 4.84 |
| **1959-68** | **21,448** | |

| Year | Death Toll | Death *** Rate |
|---|---|---|
| 1969 | 2,778 ** | 4.98 |
| 1970 | 2,575 | 4.60 |
| 1971 | 2,381 | 3.90 |
| 1972 | 2,451 | 3.86 |
| 1973 | 2,385 | 3.66 |
| 1974 | 1,900 | 3.01 |
| 1975 | 1,809 | 2.82 |
| 1976 | 1,930 | 2.88 |
| 1977 | 1,873 | 2.68 |
| 1978 | 2,048 | 2.84 |
| **1969-78** | **22,130** | |
| 1979 | 2,281 | 3.12 |
| 1980 | 2,033 | 2.83 |
| 1981 | 1,780 | 2.48 |
| 1982 | 1,618 | 2.29 |
| 1983 | 1,585 | 2.16 |
| 1984 | 1,645 | 2.19 |
| 1985 | 1,644 | 2.18 |
| 1986 | 1,673 | 2.17 |
| 1987 | 1,772 | 2.24 |
| 1988 | 1,748 | 2.16 |
| **1979-88** | **17,779** | |

| | 10 Year Averages | 10 Year Death Rate Average |
|---|---|---|
| **1939-1948** | **1,794** | **10.85** |
| **1949-1958** | **1,916** | **6.24** |
| **1959-1968** | **2,145** | **4.87** |
| **1969-1978** | **2,213** | **3.47** |
| **1979-1988** | **1,778** | **2.38** |

**50 Year Average**
**1939-1988 1,969**

* *Denotes record low*
** *Denotes record high*
*** *Deaths per 100 million miles traveled*

## CRASHES, DEATHS, AND INJURIES DURING HOLIDAY WEEKENDS

| Holiday | Year | Days | Crashes | Deaths | Alcohol-Related Deaths | Injuries |
|---|---|---|---|---|---|---|
| New Year's | 1987-88 | 3 1/4 | 2,358 | 16 | 9 | 1,345 |
| | 1986-87 | 4 1/4 | 4,411 | 15 | 5 | 2,116 |
| | 1985-86 | 1 1/4 | 727 | 9 | 7 | 407 |
| Memorial Day | 1988 | 3 1/4 | 2,771 | 24 | 15 | 1,842 |
| | 1987 | 3 1/4 | 2,671 | 31 | 19 | 1,723 |
| | 1986 | 3 1/4 | 2,875 | 25 | 20 | 1,849 |
| Independence Day | 1988 | 3 1/4 | 2,779 | 28 | 16 | 2,014 |
| | 1987 | 3 1/4 | 2,911 | 25 | 11 | 1,910 |
| | 1986 | 3 1/4 | 2,694 | 19 | 13 | 1,791 |
| Labor Day | 1988 | 3 1/4 | 3,754 | 26 | 12 | 2,559 |
| | 1987 | 3 1/4 | 2,583 | 21 | 14 | 1,763 |
| | 1986 | 3 1/4 | 2,833 | 20 | 12 | 1,837 |
| Thanksgiving | 1988 | 4 1/4 | 3,964 | 13 | 6 | 2,137 |
| | 1987 | 4 1/4 | 4,627 | 23 | 10 | 2,555 |
| | 1986 | 4 1/4 | 3,654 | 14 | 8 | 1,851 |
| Christmas | 1988 | 3 1/4 | 3,300 | 9 | 3 | 1,890 |
| | 1987 | 3 1/4 | 2,236 | 8 | 5 | 1,379 |
| | 1986 | 4 1/4 | 2,896 | 9 | 5 | 1,518 |
| **HOLIDAY TOTALS** | **1988** | **20 1/2** | **18,926** | **116** | **61** | **11,787** |
| | **1987** | **21 1/2** | **19,439** | **123** | **64** | **11,446** |
| | **1986** | **19 1/2** | **15,679** | **96** | **65** | **9,253** |

*"Days" refers to the length of the holiday weekend period, including the hours of 6PM to Midnight of the day preceding the holiday.*

## DEATHS AND INJURIES BY SEX

| Age Group | DEATHS Male | Female | Total | Age Group | Not Stated | INJURIES Male | Female | Total |
|---|---|---|---|---|---|---|---|---|
| | | | | Not Stated | 1,583 | 1,354 | 1,569 | 4,506 |
| 0- 5 | 19 | 15 | 34 | 0- 5 | 352 | 3,322 | 3,084 | 6,758 |
| 6-10 | 27 | 20 | 47 | 6-10 | 328 | 3,529 | 3,052 | 6,909 |
| 11-15 | 35 | 17 | 52 | 11-15 | 338 | 4,212 | 4,156 | 8,706 |
| 16-20 | 215 | 117 | 332 | 16-20 | 564 | 22,321 | 18,105 | 40,990 |
| 21-25 | 192 | 61 | 253 | 21-25 | 375 | 16,966 | 13,014 | 30,355 |
| 26-30 | 178 | 53 | 231 | 26-30 | 249 | 13,828 | 10,807 | 24,884 |
| 31-35 | 106 | 48 | 154 | 31-35 | 200 | 10,493 | 9,001 | 19,694 |
| 36-40 | 76 | 37 | 113 | 36-40 | 140 | 7,877 | 7,509 | 15,526 |
| 41-45 | 60 | 18 | 78 | 41-45 | 102 | 5,653 | 5,697 | 11,452 |
| 46-50 | 47 | 22 | 69 | 46-50 | 102 | 4,113 | 4,354 | 8,569 |
| 51-55 | 49 | 19 | 68 | 51-55 | 81 | 3,341 | 3,474 | 6,896 |
| 56-60 | 33 | 23 | 56 | 56-60 | 67 | 3,133 | 3,205 | 6,405 |
| 61-65 | 30 | 27 | 57 | 61-65 | 57 | 2,733 | 2,817 | 5,607 |
| 66-70 | 34 | 23 | 57 | 66-70 | 60 | 2,126 | 2,302 | 4,488 |
| 71-75 | 24 | 19 | 43 | 71-75 | 44 | 1,499 | 1,735 | 3,278 |
| 76 & Over | 56 | 48 | 104 | 76 & Over | 68 | 1,555 | 1,880 | 3,503 |
| **Total** | **1,181** | **567** | **1,748** | **Total** | **4,710** | **108,055** | **95,761** | **208,526** |

## PEDESTRIAN DEATHS AND INJURIES OVER THE LAST FIVE YEARS

| | 1984 | 1985 | 1986 | 1987 | 1988 |
|---|---|---|---|---|---|
| Pedestrian Deaths | 200 | 210 | 184 | 190 | 184 |
| Total Deaths | 1,645 | 1,644 | 1,673 | 1,772 | 1,748 |
| **Percent of Total** | **12.2%** | **12.8%** | **11.0%** | **10.7%** | **10.5%** |
| Pedestrian Injuries | 4,852 | 4,827 | 4,912 | 4,848 | 5,086 |
| Total Injuries | 176,310 | 187,165 | 191,964 | 201,197 | 208,526 |
| **Percent of Total** | **2.8%** | **2.6%** | **2.6%** | **2.4%** | **2.4%** |

## AGE DISTRIBUTION OF PERSONS KILLED

| Age Group | Drivers | Passengers | Pedestrians | Total |
|---|---|---|---|---|
| 0- 5 | 0 | 22 | 12 | 34 |
| 6-10 | 10 | 18 | 19 | 47 |
| 11-15 | 18 | 22 | 12 | 52 |
| 16-20 | 220 | 101 | 11 | 332 |
| 21-25 | 173 | 63 | 17 | 253 |
| 26-30 | 178 | 35 | 18 | 231 |
| 31-35 | 120 | 26 | 8 | 154 |
| 36-40 | 89 | 15 | 9 | 113 |
| 41-45 | 62 | 8 | 8 | 78 |
| 46-50 | 51 | 14 | 4 | 69 |
| 51-55 | 53 | 4 | 11 | 68 |
| 56-60 | 36 | 11 | 9 | 56 |
| 61-65 | 34 | 18 | 5 | 57 |
| 66-70 | 30 | 15 | 12 | 57 |
| 71-75 | 27 | 9 | 7 | 43 |
| 76 & Over | 57 | 25 | 22 | 104 |
| **Total** | **1,158** | **406** | **184** | **1,748** |

## AGE DISTRIBUTION OF PERSONS INJURED

| Age Group | Drivers | Passengers | Pedestrians | Total |
|---|---|---|---|---|
| 0- 5 | 102 | 6,114 | 542 | 6,758 |
| 6-10 | 882 | 5,076 | 951 | 6,909 |
| 11-15 | 1,589 | 6,476 | 641 | 8,706 |
| 16-20 | 26,445 | 13,990 | 555 | 40,990 |
| 21-25 | 22,804 | 7,166 | 385 | 30,355 |
| 26-30 | 19,628 | 4,920 | 336 | 24,884 |
| 31-35 | 15,861 | 3,522 | 311 | 19,694 |
| 36-40 | 12,616 | 2,640 | 270 | 15,526 |
| 41-45 | 9,334 | 1,941 | 177 | 11,452 |
| 46-50 | 6,752 | 1,689 | 128 | 8,569 |
| 51-55 | 5,244 | 1,529 | 123 | 6,896 |
| 56-60 | 4,866 | 1,422 | 117 | 6,405 |
| 61-65 | 4,045 | 1,463 | 99 | 5,607 |
| 66-70 | 3,121 | 1,288 | 79 | 4,488 |
| 71-75 | 2,217 | 969 | 92 | 3,278 |
| 76 & Over | 2,181 | 1,179 | 143 | 3,503 |
| Not Stated | 1,902 | 2,467 | 137 | 4,506 |
| **Total** | **139,589** | **63,851** | **5,086** | **208,526** |

## MALE DRIVERS IN CRASHES BY AGE GROUP

| Age Group | Fatal | Injury | Property Damage | Total |
|---|---|---|---|---|
| 0- 5 | – | 74 | 39 | 113 |
| 6-10 | 7 | 622 | 48 | 677 |
| 11-15 | 19 | 1,268 | 466 | 1,753 |
| 16-20 | 297 | 25,644 | 46,849 | 72,790 |
| 21-25 | 286 | 21,962 | 40,708 | 62,956 |
| 26-30 | 309 | 18,895 | 35,776 | 54,980 |
| 31-35 | 204 | 15,055 | 29,522 | 44,781 |
| 36-40 | 163 | 11,525 | 23,160 | 34,848 |
| 41-45 | 114 | 8,671 | 17,490 | 26,275 |
| 46-50 | 81 | 6,456 | 13,133 | 19,670 |
| 51-55 | 85 | 5,212 | 10,963 | 16,260 |
| 56-60 | 72 | 4,963 | 10,323 | 15,358 |
| 61-65 | 54 | 4,394 | 8,872 | 13,320 |
| 66-70 | 40 | 3,358 | 6,624 | 10,022 |
| 71-75 | 31 | 2,294 | 4,480 | 6,805 |
| 76 & Over | 46 | 2,308 | 4,469 | 6,823 |
| Not Stated | – | 906 | 2,439 | 3,345 |
| ***Total** | **1,808** | **133,607** | **255,361** | **390,776** |

## FEMALE DRIVERS IN CRASHES BY AGE GROUP

| Age Group | Fatal | Injury | Property Damage | Total |
|---|---|---|---|---|
| 0- 5 | – | 28 | 18 | 46 |
| 6-10 | 3 | 232 | 17 | 252 |
| 11-15 | 2 | 415 | 150 | 567 |
| 16-20 | 130 | 15,640 | 25,964 | 41,734 |
| 21-25 | 72 | 13,318 | 23,496 | 36,886 |
| 26-30 | 81 | 11,547 | 20,311 | 31,939 |
| 31-35 | 60 | 9,915 | 17,620 | 27,595 |
| 36-40 | 46 | 8,218 | 15,182 | 23,446 |
| 41-45 | 36 | 6,112 | 10,663 | 16,811 |
| 46-50 | 32 | 4,328 | 7,796 | 12,156 |
| 51-55 | 27 | 3,339 | 5,949 | 9,315 |
| 56-60 | 14 | 2,956 | 5,341 | 8,311 |
| 61-65 | 15 | 2,421 | 4,583 | 7,024 |
| 66-70 | 13 | 1,891 | 3,878 | 5,782 |
| 71-75 | 16 | 1,389 | 2,738 | 4,143 |
| 76 & Over | 33 | 1,439 | 2,799 | 4,271 |
| Not Stated | – | 486 | 1,211 | 1,697 |
| ***Total** | **580** | **83,674** | **147,721** | **231,975** |

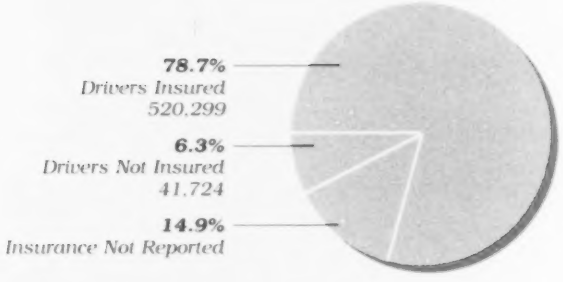
** The number of drivers involved in fatal, injury and property damage crashes will be higher than the total number of actual crashes because some of the crashes may have involved more than one vehicle.*

## DRIVERS IN ALL CRASHES BY AGE AND VEHICLE TYPE

| Age Group | Passenger Cars | Trucks | Motorcycles | Other Vehicle Types | Total |
|---|---|---|---|---|---|
| 15 & Under | 868 | 97 | 121 | 2,443 | 3,529 |
| 16-20 | 100,223 | 12,165 | 1,170 | 1,179 | 114,737 |
| 21-25 | 79,833 | 17,618 | 1,292 | 1,298 | 100,041 |
| 26-30 | 64,985 | 19,419 | 1,056 | 1,630 | 87,090 |
| 31-35 | 52,494 | 17,598 | 765 | 1,659 | 72,516 |
| 36-40 | 42,578 | 13,966 | 489 | 1,395 | 58,428 |
| 41-45 | 31,445 | 10,234 | 311 | 1,165 | 43,155 |
| 46-50 | 23,137 | 7,770 | 168 | 816 | 31,891 |
| 51-55 | 18,786 | 6,100 | 93 | 649 | 25,628 |
| 56-60 | 17,967 | 5,142 | 56 | 548 | 23,713 |
| 61-65 | 16,450 | 3,486 | 28 | 417 | 20,381 |
| 66-70 | 13,694 | 1,910 | 21 | 218 | 15,843 |
| 71-75 | 9,889 | 950 | 11 | 121 | 10,971 |
| 76 & Over | 10,432 | 588 | 5 | 94 | 11,119 |
| Not Stated | 22,733 | 7,779 | 148 | 14,605 | 45,265 |
| **Total** | **505,514** | **124,822** | **5,734** | **28,237** | **664,307** |

## DRIVERS IN FATAL CRASHES BY AGE AND VEHICLE TYPE

| Age Group | Passenger Cars | Trucks | Motorcycles | Other Vehicle Types | Total |
|---|---|---|---|---|---|
| 15 & Under | 3 | - | 4 | 24 | 31 |
| 16-20 | 345 | 54 | 22 | 6 | 427 |
| 21-25 | 240 | 73 | 43 | 3 | 359 |
| 26-30 | 224 | 130 | 29 | 7 | 390 |
| 31-35 | 152 | 77 | 22 | 13 | 264 |
| 36-40 | 116 | 76 | 14 | 3 | 209 |
| 41-45 | 89 | 48 | 8 | 5 | 150 |
| 46-50 | 63 | 46 | 3 | 1 | 113 |
| 51-55 | 65 | 40 | 3 | 4 | 112 |
| 56-60 | 49 | 30 | 3 | 4 | 86 |
| 61-65 | 43 | 23 | 2 | 1 | 69 |
| 66-70 | 45 | 5 | 2 | 1 | 53 |
| 71-75 | 43 | 3 | - | 1 | 47 |
| 76 & Over | 77 | 2 | - | - | 79 |
| Not Stated | 22 | 6 | 1 | 46 | 75 |
| **Total** | **1,576** | **613** | **156** | **119** | **2,464** |




*Note: Insurance figures are based upon information reported by police on state traffic crash reports.*

*Excludes drivers where sex not stated, and drivers of non-motor vehicles, such as bicycles, animal and rider, or animal buggy.*

## UNINSURED DRIVERS BY AGE

| Age Group | Number of Drivers | Percent of Drivers | Drivers at Fault | Percent at Fault |
|---|---|---|---|---|
| 15 & Under | 321 | .8% | 272 | 84.7% |
| 16-20 | 8,350 | 20.0% | 6,083 | 72.9% |
| 21-25 | 9,933 | 23.8% | 6,684 | 67.3% |
| 26-30 | 7,801 | 18.7% | 5,138 | 65.9% |
| 31-35 | 5,238 | 12.6% | 3,292 | 62.8% |
| 36-40 | 3,037 | 7.3% | 1,822 | 60.0% |
| 41-45 | 1,868 | 4.5% | 1,099 | 58.8% |
| 46-50 | 1,317 | 3.2% | 788 | 59.8% |
| 51-55 | 901 | 2.2% | 553 | 61.4% |
| 56-60 | 725 | 1.7% | 437 | 60.3% |
| 61-65 | 520 | 1.2% | 322 | 61.9% |
| 66-70 | 349 | .8% | 223 | 63.9% |
| 71-75 | 195 | .5% | 135 | 69.2% |
| 76 & Over | 208 | .5% | 164 | 78.8% |
| Not Stated | 961 | 2.3% | 803 | 83.6% |
| **Total** | **41,724** | **100.0%** | **27,815** | **66.7%** |

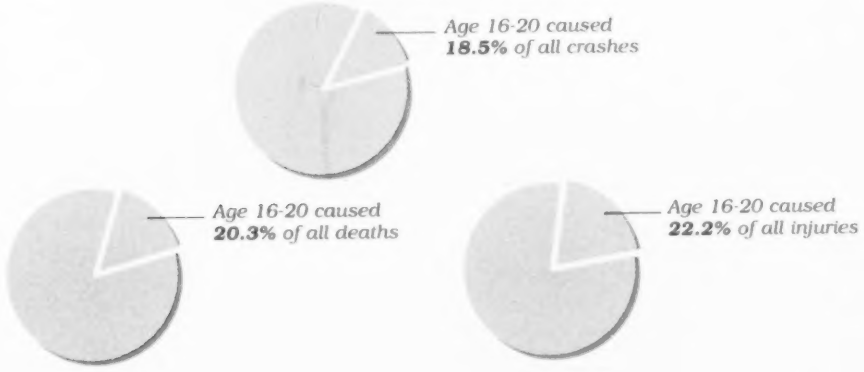
*Two thirds of the uninsured drivers that were involved in traffic crashes during 1988 were charges at fault.*

## YOUTHFUL DRIVERS IN CRASHES

| Age | Drivers in Crashes | Involved | At Fault | % at Fault |
|---|---|---|---|---|
| 16 | Drivers in Crashes | 17,132 | 11,944 | 70% |
| | Drinking Drivers in Crashes | 372 | 331 | 89% |
| | Drivers in Fatal Crashes | 63 | 53 | 84% |
| | Drinking Drivers in Fatal Crashes | 9 | 8 | 89% |
| 17 | Drivers in Crashes | 24,765 | 15,927 | 64% |
| | Drinking Drivers in Crashes | 767 | 692 | 90% |
| | Drivers in Fatal Crashes | 75 | 62 | 83% |
| | Drinking Drivers in Fatal Crashes | 14 | 14 | 100% |
| 18 | Drivers in Crashes | 27,111 | 16,864 | 62% |
| | Drinking Drivers in Crashes | 1,389 | 1,269 | 91% |
| | Drivers in Fatal Crashes | 96 | 67 | 70% |
| | Drinking Drivers in Fatal Crashes | 31 | 26 | 84% |
| 19 | Drivers in Crashes | 24,193 | 14,372 | 59% |
| | Drinking Drivers in Crashes | 1,541 | 1,387 | 90% |
| | Drivers in Fatal Crashes | 92 | 59 | 64% |
| | Drinking Drivers in Fatal Crashes | 26 | 23 | 88% |
| 20 | Drivers in Crashes | 21,536 | 12,265 | 57% |
| | Drinking Drivers in Crashes | 1,587 | 1,409 | 89% |
| | Drivers in Fatal Crashes | 101 | 71 | 70% |
| | Drinking Drivers in Fatal Crashes | 40 | 37 | 93% |
| **TOTAL 16-20** | **Drivers in Crashes** | **114,737** | **71,372** | **62%** |
| | **Drinking Drivers in Crashes** | **5,656** | **5,088** | **90%** |
| | **Drivers in Fatal Crashes** | **427** | **312** | **73%** |
| | **Drinking Drivers in Fatal Crashes** | **120** | **108** | **90%** |

*Note: Drivers ages 16 through 20 account for only 8.1% of all licensed drivers, but comprise 17.3% of all drivers in crashes. Records for 1988 show that this age group caused 18.5% of all crashes, 20.3% of all deaths, and 22.2% of all injuries.*

## 1988 YOUTHFUL DRIVERS



## DRIVER CONVICTIONS FOR OFFENSES COMMITTED IN 1988

| Rank | Violation | Number of Convictions | Percent of Total |
|---|---|---|---|
| 1 | Speed - General | 408,705 | 30.2% |
| 2 | Speed - (55/65 MPH) | 368,667 | 27.2% |
| 3 | Traffic Control Lights | 74,283 | 5.5% |
| 4 | Driving Under the Influence of Alcohol | 55,086 | 4.1% |
| 5 | Stop Signs | 51,688 | 3.8% |
| 6 | Failure to Yield Right-of-Way | 43,468 | 3.2% |
| 7 | Assured Clear Distance | 40,802 | 3.0% |
| 8 | No Driver's License | 39,561 | 2.9% |
| 9 | Failure to Control | 31,794 | 2.3% |
| 10 | Violation of Registration/Title | 25,057 | 1.9% |
| 11 | Improper/Prohibited Turn | 22,823 | 1.7% |
| 12 | Driving Under Suspension/Revocation | 21,642 | 1.6% |
| 13 | Violation of Traffic Control Device/Sign | 21,459 | 1.6% |
| 14 | Violation of Traffic Lanes/Lines | 20,702 | 1.5% |
| 15 | Reckless Operation | 15,811 | 1.2% |
| 16 | Violation Starting/Backing | 11,128 | .8% |
| 17 | Equipment Misuse | 10,965 | .8% |
| 18 | Improper Passing | 9,449 | .7% |
| 19 | Driving Left of Center | 7,268 | .5% |
| | All Other Violations | 72,906 | 5.4% |
| | **TOTAL CONVICTIONS** | **1,353,264** | **100.0%** |

## TYPES OF VEHICLES INVOLVED IN CRASHES

| Vehicle Type | In Fatal Crashes | Percent In Fatal Crashes | In Injury Crashes | In Property Damage Crashes | In Total Crashes | Percent In All Crashes | Killed | Injured |
|---|---|---|---|---|---|---|---|---|
| Sub-Compact | 151 | 5.9% | 14,136 | 25,907 | 40,194 | 5.7% | 118 | 13,898 |
| Compact | 470 | 18.6% | 52,797 | 100,788 | 154,055 | 21.9% | 389 | 50,298 |
| Mid-Size | 534 | 21.1% | 63,327 | 125,044 | 188,905 | 26.8% | 380 | 57,271 |
| Full-Size | 459 | 18.2% | 51,099 | 102,255 | 153,813 | 21.9% | 248 | 43,202 |
| **Car - Subtotal** | **1,614** | **63.9%** | **181,359** | **353,994** | **536,967** | **76.3%** | **1,135** | **164,669** |
| Pickup Truck | 265 | 10.5% | 21,348 | 49,320 | 70,933 | 10.1% | 138 | 16,439 |
| Panel Truck | 91 | 3.6% | 8,912 | 21,554 | 30,557 | 4.3% | 31 | 6,810 |
| Straight Truck | 64 | 2.5% | 3,051 | 9,284 | 12,399 | 1.8% | 17 | 1,506 |
| Straight Truck Trailer | 7 | .3% | 382 | 1,288 | 1,677 | .2% | – | 179 |
| Truck Tractor | 11 | .4% | 297 | 735 | 1,043 | .1% | 5 | 135 |
| Truck Semi-Trailer | 185 | 7.3% | 3,659 | 11,234 | 15,078 | 2.1% | 37 | 1,514 |
| Truck Double-Trailer | 8 | .3% | 98 | 274 | 380 | .1% | 1 | 43 |
| **Truck - Subtotal** | **631** | **25.0%** | **37,747** | **93,689** | **132,067** | **18.8%** | **229** | **26,626** |
| Motorcycle up to 350cc | 15 | .6% | 659 | 101 | 775 | .1% | 15 | 718 |
| Motorcycle up to 750cc | 86 | 3.4% | 2,667 | 378 | 3,131 | .4% | 83 | 2,946 |
| Motorcycle over 750cc | 55 | 2.2% | 1,574 | 287 | 1,916 | .3% | 55 | 1,859 |
| **Motorcycle - Subtotal** | **156** | **6.2%** | **4,900** | **766** | **5,822** | **.8%** | **153** | **5,523** |
| Police Vehicle | 3 | .1% | 454 | 785 | 1,242 | .2% | – | 385 |
| Fire Truck | 2 | .1% | 91 | 215 | 308 | – | – | 78 |
| Ambulance - Rescue Vehicle | 2 | .1% | 102 | 245 | 349 | – | – | 123 |
| **Public Safety Vehicle - Subtotal** | **7** | **.3%** | **647** | **1,245** | **1,899** | **.3%** | **–** | **586** |
| Public Bus | 3 | .1% | 395 | 826 | 1,224 | .2% | 1 | 419 |
| Taxi | – | – | 84 | 144 | 228 | – | – | 77 |
| Train | 35 | 1.4% | 207 | 172 | 414 | 1.1% | – | 27 |
| **Public Transportation - Subtotal** | **38** | **1.5%** | **686** | **1,142** | **1,866** | **.3%** | **1** | **523** |
| School Bus | 7 | .3% | 463 | 1,575 | 2,045 | .3% | 1 | 497 |
| Church Bus | – | – | 31 | 79 | 110 | – | - | 36 |
| Motor Home | – | – | 126 | 476 | 602 | .1% | - | 109 |
| Farm Vehicle | 6 | .2% | 137 | 236 | 379 | .1% | 4 | 57 |
| Farm Equipment | 1 | – | 41 | 109 | 151 | – | – | 18 |
| Snowmobile | 1 | – | 2 | 14 | 17 | – | 1 | 2 |
| Construction Equipment | 6 | .2% | 140 | 370 | 516 | .1% | 2 | 39 |
| Motorized Bicycle | 1 | – | 232 | 40 | 273 | – | 1 | 234 |
| Other Vehicle | 10 | .4% | 470 | 920 | 1,400 | .2% | 7 | 336 |
| **Other Motor Vehicles - Subtotal** | **32** | **1.3%** | **1,642** | **3,819** | **5,493** | **.8%** | **16** | **1,328** |
| Animal w/ Rider | – | – | 5 | 2 | 7 | – | – | 5 |
| Animal w/ Buggy | – | – | 54 | 77 | 131 | – | – | 76 |
| Bicycle | 32 | 1.3% | 3,275 | 263 | 3,570 | .5% | 30 | 3,282 |
| **Non-Motor Vehicle - Subtotal** | **32** | **1.3%** | **3,334** | **342** | **3,708** | **.5%** | **30** | **3,363** |
| Not Stated | 15 | .6% | 2,687 | 13,395 | 16,097 | 2.3% | – | 813 |
| **Total - All Vehicle Types** | **2,525** | **100%** | **233,002** | **468,392** | **703,919** | **100%** | **1,564** | **203,431** |

## TRUCK TRENDS

While most people immediately assume that truck crash statistics involve only the heavier class commercial trucks, it is evident that light duty trucks account for the vast majority of truck-related crashes in Ohio.

In 1988, trucks of all classes, both commercial and non-commercial, were involved in 19 percent of all recorded traffic crashes. When considering only fatal crashes, these vehicles were involved in 25 percent of those incidents.

Collectively, 132,067 pick-up trucks, panel trucks, straight trucks, and semi-trucks were involved in crashes. A total of 229 truck occupants were killed, and 26,626 truck occupants were injured in these crashes.

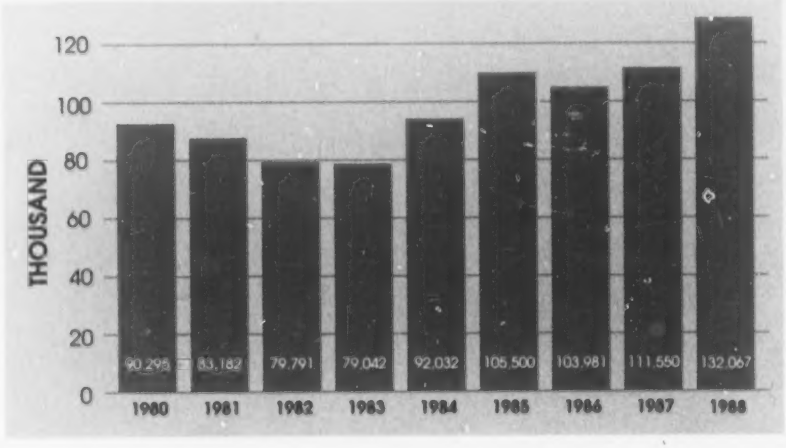
The recent popularity of the pick-up truck, especially among younger drivers, has contributed to the largest increase in crash involvement of any of the truck types. During 1988, there were more deaths in pick-ups -- 138 in all -- than in all other trucks combined. Injuries in pick-ups for 1988 were more than double the next highest category, at 16,439.

The next most alarming crash statistics in terms of deaths and injuries were those of panel trucks, in which 6,841 occupants were killed or injured. Nearly twice as many persons were killed or injured in crashes involving a panel truck than were killed or injured in all the crashes involving either a straight truck or a semi-truck.

Semi-truck crashes were up six percent statewide from 1987 (from 14,881 to 15,807); and 187 of these were fatal, representing a 15 percent increase. However, fatal crashes involving straight trucks declined by nearly the same percentage.

For the last seven years, straight truck crashes in urban areas have outnumbered crashes in rural areas by three to two, while an almost equal number of semi-truck crashes occurred in rural and urban locations. Only 11 percent of straight truck crashes were on interstate highways, whereas 31 percent of semi-truck crashes occurred on interstates. Half of straight truck crashes took place on municipal streets, as opposed to only one-third of all semi-truck crashes.

### CRASHES INVOLVING TRUCKS: 1980-1988



## TRACTOR-TRAILER TRUCK CRASHES

| Crash Severity | Number of Crashes | Crashes Caused by Truck Drivers | Percent |
|---|---|---|---|
| Fatal Crashes | 187 | 69 | 37% |
| Injury Crashes | 3,863 | 2,212 | 57% |
| Property Damage Crashes | 11,757 | 8,118 | 69% |
| **Total Crashes** | **15,807** | **10,399** | **66%** |
| Tractor-Trailer Occupant Deaths | 43 | 36 | 84% |
| Other Deaths* | 172 | 39 | 23% |
| **Total Deaths** | **215** | **75** | **35%** |
| Tractor-Trailer Occupant Injuries | 1,692 | 1,103 | 65% |
| Other Injuries* | 4,302 | 2,199 | 51% |
| **Total Injuries** | **5,994** | **3,302** | **55%** |

** Other deaths and injuries include occupants in vehicles other than tractor trailers and pedestrians.*

## CRASHES, DEATHS, AND INJURIES BY TRUCK DRIVERS AT FAULT

| CRASH SEVERITY | Crashes Involving Trucks | Crashes Caused by Truck Drivers | Percent at Fault |
|---|---|---|---|
| Fatal Crashes | 542 | 288 | 53% |
| Injury Crashes | 33,945 | 19,471 | 57% |
| Property Damage Crashes | 84,753 | 47,877 | 56% |
| **TOTAL CRASHES** | **119,240** | **67,636** | **57%** |
| Deaths | 618 | 318 | 51% |
| Injuries | 56,565 | 31,024 | 55% |

## MOTORCYCLE TRENDS

In 1988, Ohio issued over 570,000 driver license endorsements to motorcycle operators, or 8 percent of drivers in the state. Between 1987 and 1988, there was a reduction in motorcycle crashes of 15 percent (from 6,709 to 5,715), and a reduction in deaths from 196 to 155. These trends are encouraging, but there is still much room for improvement.

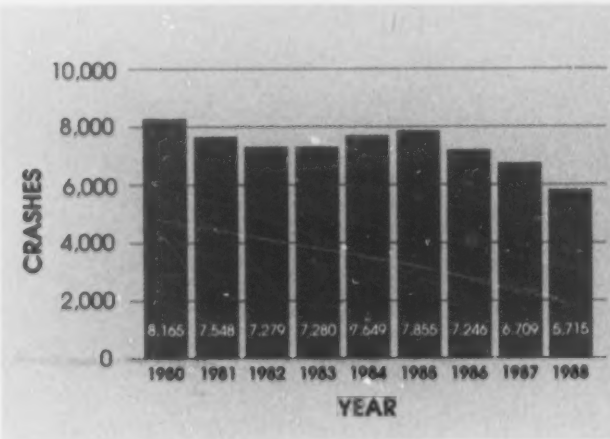
For instance, state crash records show that almost two of every three motorcyclists were not wearing a helmet at the time of their crash; in fatal crashes, the motorcycle driver was at fault in 108 of 154 such crashes.

As with crashes that involve pedestrians, motorcycle riders are very likely to be injured or killed when they tangle with a car or truck. To help reduce the number of crashes, all drivers must become aware of the potential for inflicting serious injury should a rider be ignored or not seen. At the same time, riders must learn to operate their motorcycles more defensively than if they were in a car.

Ohio implemented the Ohio Motorcyclist Enrichment Program (OMEP) in 1988. The program is responsible for rider education and also certifies instructors. Proper education of the rider and the general motoring public can reduce the loss of life and injuries related to motorcycle crashes.

All 16 and 17 year-olds must take the OMEP program to obtain a motorcycle endorsement on their license. The department encourages all motorcycle riders to take the program which is available at no cost. Contact ODHS at (614) 466-4041 for more information.

## CRASHES, DEATHS, AND INJURIES INVOLVING MOTORCYCLES 1980-1988




| Year | Deaths | Injuries |
|---|---|---|
| 1980 | 228 | 7,480 |
| 1981 | 199 | 6,853 |
| 1982 | 189 | 7,008 |
| 1983 | 180 | 7,012 |
| 1984 | 212 | 7,256 |
| 1985 | 204 | 7,483 |
| 1986 | 211 | 6,862 |
| 1987 | 196 | 6,286 |
| **1988** | **155** | **6,271** |

## AGE GROUPS OF MOTORCYCLISTS KILLED OR INJURED

| Age Group | Number Killed | Percent Killed | Number Injured | Percent Injured |
|---|---|---|---|---|
| 0-15 | 4 | 2.6% | 186 | 3.4% |
| 16-20 | 21 | 13.7% | 1188 | 21.5% |
| 21-25 | 44 | 28.8% | 1264 | 22.9% |
| 26-30 | 30 | 19.6% | 999 | 18.1% |
| 31-Older | 54 | 35.3% | 1841 | 33.3% |
| Not Stated | – | – | 45 | .8% |
| **TOTAL** | **153** | **100.0%** | **5523** | **100.0%** |

## HELMET USE OF MOTORCYCLISTS KILLED OR INJURED

| Helmet Use | Total | Killed | Percent of Total | Injured | Percent of Total | Not Injured | Percent of Total |
|---|---|---|---|---|---|---|---|
| Full Cover | 1,057 | 18 | 11.8% | 899 | 16.3% | 140 | 2.5% |
| Full Face Cover | 641 | 11 | 7.2% | 524 | 9.5% | 106 | 1.9% |
| Other Type Helmet | 107 | 2 | 1.3% | 89 | 1.6% | 16 | .3% |
| **Total Helmet Used** | **1,805** | **31** | **20.3%** | **1,512** | **27.4%** | **262** | **4.7%** |
| Helmet Not Used | 3,155 | 118 | 77.1% | 2,675 | 48.4% | 362 | 6.6% |
| Helmet Not Stated | 1,843 | 4 | 2.6% | 1,336 | 24.2% | 503 | 9.1% |
| **TOTAL** | **6,803** | **153** | **100.0%** | **5,523** | **100.0%** | **1,127** | **20.4%** |

## PERSONS AT FAULT IN SINGLE VEHICLE MOTORCYCLE CRASHES

| Person at Fault | Fatal Crashes | Injury Crashes | Property Damage Crashes | Percent |
|---|---|---|---|---|
| **Driver:** | | | | |
| Motorcycle Drivers | 72 | 1,881 | 135 | 82.2% |
| Non-Motorcycle Driver | – | 196 | 69 | 10.4% |
| **Non-Driver:** | | | | |
| Pedestrian | 1 | 22 | – | .9% |
| Animal | 1 | 94 | 13 | 4.3% |
| Fault Not Determined | – | 50 | 6 | 2.2% |
| **TOTALS** | **74** | **2,243** | **223** | **100.0%** |

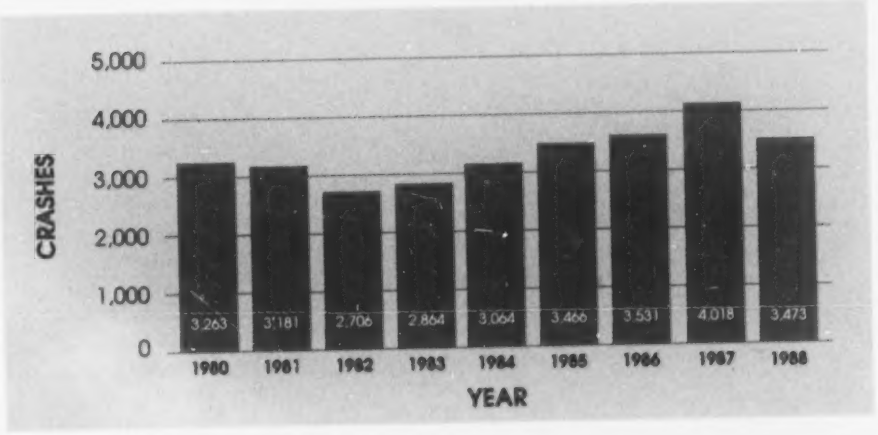
## PERSONS AT FAULT IN MULTI-VEHICLE MOTORCYCLE CRASHES

| Person at Fault | Fatal Crashes | Injury Crashes | Property Damage Crashes | Percent |
|---|---|---|---|---|
| **Driver:** | | | | |
| Motorcycle Drivers | 36 | 930 | 252 | 38.4% |
| Non-Motorcycle Driver | 44 | 1,425 | 247 | 54.0% |
| **Non-Driver:** | | | | |
| Pedestrian | – | – | – | – |
| Animal | – | – | 1 | .03% |
| Fault Not Determined | – | 207 | 33 | 7.6% |
| **TOTALS** | **80** | **2,562** | **533** | **100.0%** |

## BICYCLE DEATHS AND INJURIES BY POPULATION AREA

| Population Group | Deaths | Injuries |
|---|---|---|
| Rural under 1,000 | 1 | 18 |
| Rural 1,000 to 2,499 | 2 | 41 |
| Urban 2,500 to 4,999 | 1 | 84 |
| Urban 5,000 to 9,999 | 2 | 206 |
| Urban 10,000 to 24,999 | – | 559 |
| Urban 25,000 to 49,999 | – | 402 |
| Urban 50,000 and over | 7 | 1,417 |
| Rural County & Township Roads | 12 | 405 |
| Rural State & Federal Roads | 5 | 150 |
| **Total Bicycle Crashes** | **30** | **3,282** |

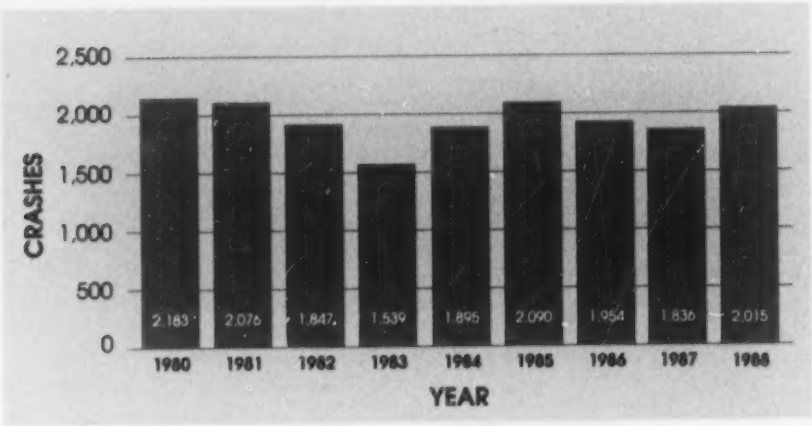
## BICYCLE CRASHES BY YEAR




## BICYCLE DEATHS AND INJURIES BY LIGHT CONDITIONS

| Age Group | Total Killed | Day | Night | Total Injured | Day | Night |
|---|---|---|---|---|---|---|
| 0-5 | – | – | – | 94 | 79 | 15 |
| 6-10 | 11 | 11 | – | 864 | 798 | 66 |
| 11-15 | 6 | 4 | 2 | 1,123 | 978 | 145 |
| 16-20 | 4 | 2 | 2 | 477 | 362 | 115 |
| 21-Over | 9 | 3 | 6 | 656 | 509 | 147 |
| Not Stated | – | – | – | 68 | 57 | 11 |
| **TOTALS** | **30** | **20** | **10** | **3,282** | **2,783** | **499** |

## SCHOOL BUS CRASHES BY YEAR 1980-1988




## CRASHES, DEATHS, AND INJURIES INVOLVING SCHOOL BUSES

| **Type of Crash** | |
|---|---|
| Fatal | 7 |
| Injury | 450 |
| Property Damage | 1,558 |
| **Total Crashes** | **2,015** |
| Number that occurred in school zone | 57 (2.8%) |

| | **Deaths** | **Injuries** |
|---|---|---|
| Passengers of School Bus | *1 | 497 |
| Other Drivers, Passengers and Pedestrians | 8 | 466 |

** This is the first fatality of a school bus passenger in 21 years*

## MOTOR VEHICLE-TRAIN CRASHES BY HOUR OF DAY

| Hour Beginning | Total Crashes | Fatal Crashes | Hour Beginning | Total Crashes | Fatal Crashes |
|---|---|---|---|---|---|
| Midnight | 12 | 1 | 12 NOON | 9 | 1 |
| 1 AM | 14 | – | 1 PM | 17 | – |
| 2 AM | 17 | 2 | 2 PM | 14 | 2 |
| 3 AM | 11 | – | 3 PM | 17 | 1 |
| 4 AM | 14 | 1 | 4 PM | 26 | 4 |
| 5 AM | 9 | 1 | 5 PM | 19 | 1 |
| 6 AM | 17 | 3 | 6 PM | 22 | 2 |
| 7 AM | 20 | – | 7 PM | 25 | 5 |
| 8 AM | 11 | 1 | 8 PM | 24 | 1 |
| 9 AM | 14 | 2 | 9 PM | 20 | 2 |
| 10 AM | 10 | 1 | 10 PM | 16 | – |
| 11 AM | 24 | 3 | 11 PM | 21 | 2 |
| Not Stated | 2 | – | **TOTAL** | **405** | **36** |

*Note: Ohio has the third highest number of motor vehicle-train related crashes, injuries and fatalities compared to other states in the country.*

## RAILROAD GRADE WARNINGS IN MOTOR VEHICLE-TRAIN CRASHES

| Type of Warnings | Total Crashes | Fatal Crashes | Killed | Injured |
|---|---|---|---|---|
| RR Crossbuck | 212 | 21 | 23 | 163 |
| RR Flashers | 116 | 11 | 12 | 75 |
| RR Gates | 42 | 1 | 1 | 44 |
| Not Stated | 35 | 3 | 3 | 18 |
| **Total** | **405** | **36** | [illegible] | **300** |

## MOTOR VEHICLE-TRAIN CRASHES BY POPULATION AREA

| Crash Severity | Total Crashes | Urban Crashes | Percent Urban | Rural Crashes | Percent Rural |
|---|---|---|---|---|---|
| Fatal | 36 | 11 | 31% | 25 | 69% |
| Injury | 200 | 101 | 51% | 99 | 50% |
| Property Damage | 169 | 99 | 59% | 70 | 41% |
| **Total** | **405** | **211** | **52%** | **194** | **48%** |
| Deaths | 39 | 13 | 33% | 26 | 67% |
| Injuries | 300 | 151 | 50% | 149 | 50% |

## OCCUPANT PROTECTION TRENDS

Like many other states, Ohio enforces a mandatory safety belt law which requires all front seat occupants to buckle up.

Shortly after the implementation of the safety belt law in 1986, restraint use by all age groups was observed to reach 48 percent, after years of 16 percent voluntary compliance. Unfortunately, the usage rate has fallen off from that peak to a fairly stable level of about 38 percent.

The potential impact of consistent, proper usage of restraints is emphasized when examining the experience of 3,341 car and truck occupants who were partially or totally ejected in crashes in 1988. Of these people, only 10 percent escaped without injury, and 372 were killed.

Each month the Ohio State Highway Patrol makes contact with about 21,500 safety belt law violators, divided almost evenly between citations and warnings. Statewide, about 8,000 safety belt law violators attend the educational program that is offered as an alternative to paying a fine, with the number increasing each month.

Ohio's lower-than-desired usage rate may be due to the fact that a violation of Ohio's safety belt law is a "secondary" violation (it must accompany another moving violation), and the fact that the penalty for violation is relatively low.

Recognizing that the secondary offense law offers little coercive value, Ohio has mounted an aggressive campaign to educate and motivate the law enforcement community along with the public. With programs available from pre-schools through high school and beyond -- in the workplace and colleges -- ODHS hopes to convince more of the driving population that buckling up in the car makes every bit as much sense as buckling up in an airplane.

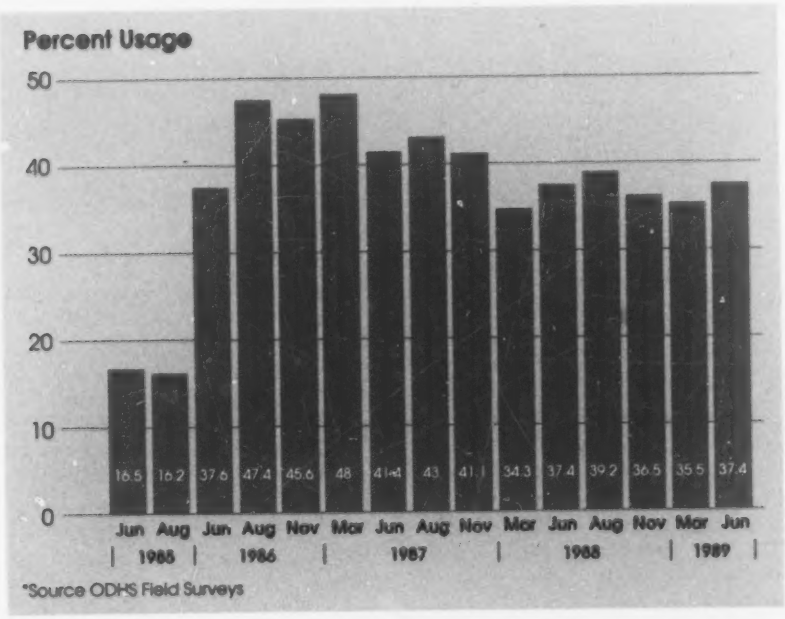
One successful program has been the establishment of the "Saved by the Belt" Club. ODHS began the program in May 1986 when the law took effect. The program is used to help increase awareness about the lifesaving value of safety belts, by publicly recognizing individuals who survive serious traffic crashes while belted. There are more than 1,150 "Saved by the Belt" recipients.

In addition to encouraging standard belt use, the Department of Highway Safety also promotes the proper use of child safety seats. Although safety seat usage in recent years has been in the 80 percent range, a survey conducted by ODHS in 1988 showed that only 42 percent of children who were restrained were actually restrained according to manufacturer's instructions. This survey revealed problems with infant seats facing the wrong direction, failure to use locking clips, and generally loose installations. Such problems can significantly reduce the safety seat's ability to prevent injury during a crash, pointing to the need to increase parent knowledge of proper safety seat usage.

## CHILD RESTRAINT USE IN CRASHES

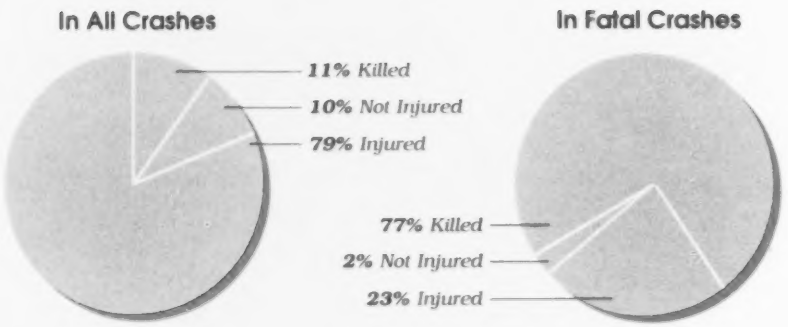
| Injury Severity | Age | Total Children | Restraints Used | Percent Used |
|---|---|---|---|---|
| Killed | 1 | 9 | 3 | 33% |
| | 2 | 2 | 1 | 50% |
| | 3 | 4 | 1 | 25% |
| **Total** | **1-3** | **15** | **5** | **33%** |
| Injured | 1 | 1,698 | 1,310 | 77% |
| | 2 | 1,043 | 726 | 70% |
| | 3 | 1,104 | 697 | 63% |
| **Total** | **1-3** | **3,845** | **2,733** | **71%** |
| Not Injured | 1 | 6,394 | 5,730 | 90% |
| | 2 | 3,941 | 3,318 | 84% |
| | 3 | 3,843 | 3,072 | 80% |
| **Total** | **1-3** | **14,178** | **12,120** | **85%** |
| All Occupants | 1 | 8,101 | 7,043 | 87% |
| | 2 | 4,986 | 4,045 | 81% |
| | 3 | 4,951 | 3,770 | 76% |
| **Grand Total** | **1-3** | **18,038** | **14,858** | **82%** |

## OBSERVED RESTRAINT USAGE



## PASSENGER CAR/TRUCK OCCUPANTS EJECTED IN CRASHES

| Injury Severity | Partial Ejection | Total Ejection | Total Occupants |
|---|---|---|---|
| **In All Crashes** | | | |
| Killed | 79 | 293 | 372 |
| Injured | 740 | 1,909 | 2,649 |
| Not Injured | 100 | 220 | 320 |
| **Total** | **919** | **2,422** | **3,341** |
| **In Fatal Crashes** | | | |
| Killed | 79 | 293 | 372 |
| Injured | 19 | 91 | 110 |
| Not Injured | 1 | 1 | 2 |
| **Total** | **99** | **385** | **484** |




## EJECTION PERCENTAGE BY YEAR

| | 1982 | 1983 | 1984 | 1985 | 1986 | 1987 | 1988 |
|---|---|---|---|---|---|---|---|
| Fatalities | 42.4% | 40.4% | 41% | 40.8% | 42.3% | 39.4% | 35.7% |
| Serious Injury | 25.8% | 25.7% | 25% | 24.7% | 21.8% | 20.9% | 18.6% |
| Minor Injury | 11% | 11.3% | 10.7% | 10.6% | 8.7% | 8.2% | 6.9% |
| **Total Injured & Killed*** | **17.6%** | **17.3%** | **17.1%** | **16.6%** | **14%** | **13%** | **11.2%** |

**Percentage of persons killed and injured that were ejected.*

*Note: Ejection rate has dropped considerably since safety belt law went into effect in 1986.*

## IMPAIRED DRIVING TRENDS

In 1988, an aggressive enforcement and education program in Ohio achieved a reduction in alcohol-related crashes of almost 2,000 (5 percent). Accompanying this good news is a 4 percent reduction of alcohol-related deaths for the same period, from 795 to 766. These reductions are encouraging, but the fact remains that 44 percent of all traffic deaths are alcohol-involved. And a review of driver conviction data collected by the Bureau of Motor Vehicles shows that 32 percent of persons convicted for driving under the influence of alcohol (DUI) had been convicted before.

As in the past, the heaviest months for alcohol-related crashes, injuries, and deaths are the late summer and fall, with deaths peaking in July and crashes peaking in October. Fatal crashes related to alcohol are most likely to occur in the early morning, peaking on Saturday night.

One issue of distribution that has become very evident has been the prevalence of crashes within southern border counties of Ohio. A tabulation of alcohol-related convictions per 10,000 registered drivers versus the proportion of alcohol-related crashes within each county showed that of the 11 counties that had high alcohol crashes and low convictions, six were southern border counties. This points to a regional problem that will be investigated further by the Ohio Department of Highway Safety.

On an age group basis, drivers aged 16-25 are still the deadliest when it comes to being drinking drivers at fault in fatal crashes; they were responsible for over 35 percent of the alcohol-related traffic deaths in 1988. However, the 26-35 group was not far behind, with 30 percent of all alcohol-related traffic deaths the fault of drinking drivers in this age group.

Removing alcohol-impaired drivers remains the highest priority at ODHS. Below is a list of programs and activities the department is involved with to deal with this tragic problem.

- The annual holiday "don't drink and drive" campaign.
- Project Graduation
- Testing of PBTs (portable breath testing devices)
- The Governor's Athlete Program
- Community alcohol programs
- Youth Council

## ALCOHOL RELATED CRASHES, DEATHS, AND INJURIES

| Year | Crashes | Deaths | Injuries |
|---|---|---|---|
| 1980 | 39,447 | 731 | 28,978 |
| 1981 | 39,983 | 691 | 29,766 |
| 1982 | 44,185 | 672 | 32,032 |
| 1983 | 37,593 | 732 | 28,782 |
| 1984 | 38,329 | 818 | 29,030 |
| 1985 | 36,928 | 746 | 28,150 |
| 1986 | 38,052 | 809 | 30,577 |
| 1987 | 36,433 | 795 | 29,739 |
| **1988** | **34,580** | **766** | **29,262** |
| **Nine Year Total** | **345,530** | **6,760** | **266,316** |

## ALCOHOL RELATED CRASHES, DEATHS, AND INJURIES BY MONTH

| Month | Crashes | Deaths | Injuries |
|---|---|---|---|
| January | 2,802 | 56 | 2,246 |
| February | 2,626 | 32 | 1,909 |
| March | 2,836 | 50 | 2,346 |
| April | 2,786 | 61 | 2,337 |
| May | 2,762 | 74 | 2,398 |
| June | 2,637 | 68 | 2,371 |
| July | 2,881 | 85 | 2,604 |
| August | 2,831 | 83 | 2,562 |
| September | 3,034 | 80 | 2,609 |
| October | 3,156 | 70 | 2,777 |
| November | 2,907 | 53 | 2,418 |
| December | 3,322 | 54 | 2,685 |
| **Total** | **34,580** | **766** | **29,262** |

## ALCOHOL RELATED CRASHES AND CONSEQUENCES BY COUNTY

| County | Crashes | | | | | | Consequences | |
|---|---|---|---|---|---|---|---|---|
| | Total | Fatal | Injury | Property Damage | Urban | Rural | Deaths | Injuries |
| Adams | 108 | 2 | 59 | 47 | 8 | 100 | 2 | 109 |
| Allen | 349 | 8 | 188 | 153 | 180 | 169 | 10 | 320 |
| Ashland | 162 | 5 | 91 | 66 | 47 | 115 | 5 | 144 |
| Ashtabula | 400 | 14 | 205 | 181 | 122 | 278 | 14 | 336 |
| Athens | 208 | 3 | 111 | 94 | 59 | 149 | 4 | 190 |
| Auglaize | 127 | 4 | 72 | 51 | 35 | 92 | 4 | 111 |
| Belmont | 269 | 5 | 139 | 125 | 55 | 214 | 8 | 225 |
| Brown | 156 | 2 | 82 | 72 | 1 | 155 | 2 | 123 |
| Butler | 944 | 19 | 489 | 436 | 640 | 304 | 20 | 814 |
| Carroll | 84 | 1 | 49 | 34 | 11 | 73 | 1 | 82 |
| Champaign | 93 | 5 | 49 | 39 | 12 | 81 | 6 | 87 |
| Clark | 589 | 14 | 268 | 307 | 355 | 234 | 16 | 442 |
| Clermont | 606 | 21 | 325 | 260 | 25 | 581 | 24 | 527 |
| Clinton | 139 | 2 | 57 | 80 | 50 | 89 | 2 | 85 |
| Columbiana | 357 | 7 | 192 | 158 | 104 | 253 | 7 | 286 |
| Coshocton | 84 | 3 | 40 | 41 | 30 | 54 | 5 | 63 |
| Crawford | 115 | 5 | 50 | 60 | 51 | 64 | 5 | 78 |
| Cuyahoga | 4,305 | 45 | 2,324 | 1,936 | 4,159 | 146 | 51 | 4,137 |
| Darke | 167 | 7 | 99 | 61 | 21 | 146 | 7 | 153 |
| Defiance | 140 | 5 | 64 | 71 | 51 | 89 | 6 | 97 |
| Delaware | 224 | 6 | 115 | 103 | 54 | 170 | 6 | 191 |
| Erie | 333 | 7 | 169 | 157 | 133 | 200 | 9 | 309 |
| Fairfield | 261 | 4 | 146 | 111 | 113 | 148 | 4 | 244 |
| Fayette | 114 | 9 | 54 | 51 | 27 | 87 | 11 | 93 |
| Franklin | 2,833 | 52 | 1,365 | 1,416 | 2,359 | 474 | 58 | 2,131 |
| Fulton | 132 | 5 | 80 | 47 | 27 | 105 | 6 | 122 |
| Gallia | 92 | 1 | 53 | 38 | 13 | 79 | 1 | 82 |
| Geauga | 240 | 4 | 129 | 107 | 6 | 234 | 4 | 200 |
| Greene | 403 | 5 | 210 | 188 | 209 | 194 | 5 | 307 |
| Guernsey | 173 | 5 | 92 | 76 | 41 | 132 | 6 | 149 |
| Hamilton | 2,134 | 28 | 976 | 1,130 | 1,674 | 460 | 29 | 1,501 |
| Hancock | 214 | 9 | 105 | 100 | 81 | 133 | 11 | 145 |
| Hardin | 106 | 3 | 56 | 47 | 34 | 72 | 6 | 92 |
| Harrison | 92 | 1 | 33 | 58 | 16 | 76 | 1 | 50 |
| Henry | 74 | – | 40 | 34 | 32 | 42 | – | 58 |
| Highland | 170 | 1 | 99 | 70 | 46 | 124 | 1 | 152 |
| Hocking | 124 | 4 | 63 | 57 | 14 | 110 | 4 | 80 |
| Holmes | 80 | 4 | 43 | 33 | 6 | 74 | 4 | 70 |
| Huron | 171 | 6 | 106 | 59 | 51 | 120 | 6 | 169 |
| Jackson | 122 | 1 | 64 | 57 | 27 | 95 | 1 | 104 |
| Jefferson | 251 | 7 | 141 | 103 | 78 | 173 | 7 | 213 |
| Knox | 139 | 3 | 70 | 66 | 42 | 97 | 3 | 113 |
| Lake | 615 | 15 | 278 | 322 | 468 | 147 | 19 | 438 |
| Lawrence | 154 | 2 | 83 | 69 | 28 | 126 | 2 | 128 |
| Licking | 493 | 12 | 245 | 236 | 165 | 328 | 13 | 385 |

## ALCOHOL RELATED CRASHES AND CONSEQUENCES BY COUNTY

| | Crashes | | | | | | Consequences | |
|---|---|---|---|---|---|---|---|---|
| County | Total | Fatal | Injury | Property Damage | Urban | Rural | Deaths | Injuries |
| Logan | 141 | 3 | 66 | 72 | 25 | 116 | 3 | 114 |
| Lorain | 839 | 13 | 417 | 409 | 554 | 285 | 21 | 703 |
| Lucas | 1,677 | 29 | 845 | 803 | 1,455 | 222 | 34 | 1,489 |
| Madison | 115 | 4 | 63 | 48 | 17 | 98 | 5 | 96 |
| Mahoning | 801 | 21 | 436 | 344 | 388 | 413 | 24 | 742 |
| Marion | 192 | 4 | 113 | 75 | 79 | 113 | 4 | 163 |
| Medina | 408 | 12 | 208 | 188 | 89 | 319 | 14 | 340 |
| Meigs | 57 | 3 | 38 | 16 | 2 | 55 | 3 | 56 |
| Mercer | 108 | 5 | 59 | 44 | 30 | 78 | 5 | 105 |
| Miami | 286 | 5 | 149 | 132 | 117 | 169 | 5 | 224 |
| Monroe | 33 | 1 | 19 | 13 | 3 | 30 | 1 | 37 |
| Montgomery | 1,530 | 25 | 791 | 714 | 974 | 556 | 25 | 1,287 |
| Morgan | 40 | – | 26 | 14 | – | 40 | – | 36 |
| Morrow | 88 | 2 | 45 | 41 | 6 | 82 | 2 | 78 |
| Muskingum | 364 | 9 | 189 | 166 | 115 | 249 | 11 | 300 |
| Noble | 24 | 1 | 15 | 8 | – | 24 | 1 | 26 |
| Ottawa | 141 | 2 | 86 | 53 | 24 | 117 | 2 | 137 |
| Paulding | 75 | 4 | 46 | 25 | 4 | 71 | 4 | 74 |
| Perry | 74 | 2 | 43 | 29 | 13 | 61 | 2 | 62 |
| Pickaway | 163 | 10 | 97 | 56 | 28 | 135 | 10 | 149 |
| Pike | 86 | 2 | 41 | 43 | 5 | 81 | 2 | 65 |
| Portage | 664 | 18 | 376 | 270 | 214 | 450 | 18 | 620 |
| Preble | 111 | 1 | 48 | 62 | 14 | 97 | 1 | 80 |
| Putnam | 107 | 3 | 70 | 34 | 7 | 100 | 3 | 92 |
| Richland | 596 | 14 | 297 | 285 | 246 | 350 | 18 | 436 |
| Ross | 251 | 7 | 129 | 115 | 81 | 170 | 7 | 212 |
| Sandusky | 279 | 4 | 144 | 131 | 75 | 204 | 4 | 223 |
| Scioto | 284 | – | 169 | 115 | 100 | 184 | – | 256 |
| Seneca | 207 | 7 | 103 | 97 | 80 | 127 | 7 | 164 |
| Shelby | 79 | 1 | 27 | 51 | 56 | 23 | 1 | 38 |
| Stark | 1,193 | 24 | 655 | 514 | 489 | 704 | 28 | 1,043 |
| Summit | 1,587 | 24 | 843 | 720 | 1,145 | 442 | 27 | 1,409 |
| Trumbull | 770 | 17 | 449 | 304 | 302 | 468 | 20 | 765 |
| Tuscarawas | 289 | 10 | 137 | 142 | 87 | 202 | 11 | 198 |
| Union | 112 | 1 | 58 | 53 | 14 | 98 | 1 | 84 |
| Van Wert | 74 | – | 37 | 37 | 31 | 43 | – | 53 |
| Vinton | 55 | – | 36 | 19 | – | 55 | – | 61 |
| Warren | 441 | 7 | 259 | 175 | 113 | 328 | 9 | 408 |
| Washington | 218 | 3 | 111 | 104 | 46 | 172 | 3 | 161 |
| Wayne | 291 | 1 | 155 | 135 | 60 | 231 | 2 | 233 |
| Williams | 136 | 3 | 68 | 65 | 22 | 114 | 3 | 97 |
| Wood | 369 | 6 | 207 | 156 | 119 | 250 | 6 | 345 |
| Wyandot | 79 | 3 | 35 | 41 | 13 | 66 | 3 | 66 |
| **Total** | **34,580** | **682** | **17,973** | **15,925** | **19,002** | **15,578** | **766** | **29,262** |

## DRINKING DRIVERS BY AGE AND TYPE OF VEHICLE

| | All Crashes | | Fatal Crashes | | Injury Crashes | |
|---|---|---|---|---|---|---|
| | Drinking Drivers | % Drinking | Drinking Drivers | % Drinking | Drinking Drivers | % Drinking |
| **Car Drivers** | | | | | | |
| 0-15 | 58 | 6.7% | 2 | – | 29 | 9.1% |
| 16-25 | 11,022 | 6.1% | 209 | 4.6% | 5,868 | 9.2% |
| 26-35 | 8,471 | 7.2% | 137 | 14.6% | 4,431 | 10.6% |
| 36-45 | 3,523 | 4.8% | 57 | 12.2% | 1,813 | 7.0% |
| 46-55 | 1,561 | 3.7% | 33 | 3.1% | 753 | 5.1% |
| 56-65 | 1,040 | 3.0% | 14 | 2.2% | 496 | 4.1% |
| 66 & Over | 613 | 1.8% | 15 | 1.2% | 268 | 2.3% |
| Not Stated | 1,062 | 4.7% | 2 | – | 346 | 5.8% |
| **Total** | **27,350** | **5.4%** | **469** | **7.3%** | **14,004** | **8.0%** |
| **Truck Drivers** | | | | | | |
| 0-15 | 5 | 5.2% | – | – | 3 | 7.5% |
| 16-25 | 1,947 | 6.5% | 27 | 21.3% | 1,023 | 11.0% |
| 26-35 | 2,298 | 6.2% | 55 | 26.6% | 1,177 | 10.6% |
| 36-45 | 1,029 | 4.3% | 25 | 20.2% | 504 | 7.2% |
| 46-55 | 468 | 3.4% | 4 | 4.7% | 224 | 5.6% |
| 56-65 | 253 | 2.9% | 2 | 3.8% | 111 | 4.6% |
| 66 & Over | 81 | 2.3% | 2 | 20.0% | 35 | 3.4% |
| Not Stated | 270 | 3.5% | – | – | 54 | 3.6% |
| **Total** | **6,351** | **5.1%** | **115** | **18.8%** | **3,131** | **8.5%** |
| **Motorcycle Drivers** | | | | | | |
| 0-15 | 1 | .8% | 1 | 25.0% | – | – |
| 16-25 | 320 | 13.0% | 24 | 36.9% | 279 | 13.1% |
| 26-35 | 426 | 23.4% | 28 | 54.9% | 372 | 23.8% |
| 36-45 | 133 | 16.6% | 15 | 68.2% | 108 | 15.7% |
| 46-55 | 24 | 9.2% | 1 | 16.7% | 21 | 9.6% |
| 56-65 | 6 | 7.1% | 1 | 20.0% | 5 | 6.8% |
| 66 & Over | 2 | 5.4% | – | 0.0% | 1 | 3.1% |
| Not Stated | 13 | 8.8% | – | 0.0% | 8 | 12.3% |
| **Total** | **925** | **16.1%** | **70** | **44.9%** | **794** | **16.3%** |
| **Other Drivers** | **550** | **1.9%** | **8** | **6.7%** | **247** | **2.8%** |
| **All Drivers** | | | | | | |
| 0-15 | 84 | 2.4% | 4 | 12.9% | 50 | 1.8% |
| 16-25 | 13,396 | 6.2% | 263 | 33.5% | 7,233 | 9.4% |
| 26-35 | 11,294 | 7.1% | 223 | 34.1% | 6,045 | 10.9% |
| 36-45 | 4,720 | 4.6% | 97 | 27.0% | 2,446 | 7.1% |
| 46-55 | 2,081 | 3.6% | 38 | 16.9% | 1,010 | 5.2% |
| 56-65 | 1,313 | 3.0% | 17 | 11.0% | 616 | 4.2% |
| 66 & Over | 706 | 1.9% | 18 | 10.1% | 307 | 2.4% |
| Not Stated | 1,582 | 3.5% | 2 | 2.7% | 469 | 4.8% |
| **Total** | **35,176** | **5.3%** | **662** | **26.9%** | **18,176** | **8.0%** |

## ALCOHOL INVOLVEMENT OF DRIVERS IN CRASHES BY TIME OF DAY

| | ALL CRASHES | | | FATAL CRASHES | | | INJURY CRASHES | | |
|---|---|---|---|---|---|---|---|---|---|
| **All Drivers** | **Without Alcohol** | **With Alcohol** | **Percent Alcohol** | **Without Alcohol** | **With Alcohol** | **Percent Alcohol** | **Without Alcohol** | **With Alcohol** | **Percent Alcohol** |
| 9 PM - 5 AM | 88,365 | 20,969 | 19.2% | 399 | 448 | 52.9% | 30,784 | 11,222 | 26.7% |
| 5 AM - 1 PM | 194,863 | 2,930 | 1.5% | 529 | 40 | 7.0% | 60,299 | 1,391 | 2.3% |
| 1 PM - 9 PM | 339,325 | 10,957 | 3.1% | 874 | 174 | 16.6% | 115,519 | 5,440 | 4.5% |
| Not Stated | 6,578 | 320 | 4.6% | – | – | – | 1,381 | 123 | 8.2% |
| **Total** | **629,131** | **35,176** | **5.3%** | **1,802** | **662** | **26.9%** | **207,983** | **18,176** | **8.0%** |
| **Male Drivers** | | | | | | | | | |
| 9 PM - 5 AM | 53,318 | 17,071 | 24.3% | 268 | 400 | 59.9% | 19,275 | 9,144 | 32.2% |
| 5 AM - 1 PM | 112,407 | 2,105 | 1.8% | 362 | 35 | 8.8% | 33,618 | 1,028 | 3.0% |
| 1 PM - 9 PM | 194,810 | 8,643 | 4.2% | 588 | 155 | 20.9% | 65,290 | 4,390 | 6.3% |
| Not Stated | 2,218 | 204 | 8.4% | – | – | – | 770 | 92 | 10.7% |
| **Total** | **362,753** | **28,023** | **7.2%** | **1,218** | **590** | **32.6%** | **118,953** | **14,654** | **11.0%** |
| **Female Drivers** | | | | | | | | | |
| 9 PM - 5 AM | 23,458 | 3,406 | 12.7% | 103 | 47 | 31.3% | 9,094 | 1,921 | 17.4% |
| 5 AM - 1 PM | 73,669 | 631 | 0.8% | 147 | 5 | 3.3% | 24,810 | 309 | 1.2% |
| 1 PM - 9 PM | 127,732 | 1,679 | 1.3% | 260 | 18 | 6.5% | 46,160 | 857 | 1.8% |
| Not Stated | 1,349 | 51 | 3.6% | – | – | – | 498 | 25 | – |
| **Total** | **226,208** | **5,767** | **2.5%** | **510** | **70** | **12.1%** | **80,562** | **3,112** | **3.7%** |

## ALCOHOL INVOLVEMENT IN CRASHES BY TYPE OF DAMAGE

| | **Total Crashes** | **Alcohol Related** | **% Alcohol Related** |
|---|---|---|---|
| Fatal Crashes | 1,586 | 682 | 43% |
| Injury Crashes | 126,504 | 17,973 | 14% |
| Property Damage | 257,686 | 15,925 | 6% |
| **Total Crashes** | **385,776** | **34,580** | **9%** |
| **Deaths** | **1,748** | **766** | **44%** |
| **Injuries** | **208,526** | **29,262** | **14%** |
| **Urban** | | | |
| Crashes | 243,277 | 19,002 | 8% |
| Deaths | 539 | 250 | 46% |
| Injuries | 128,755 | 15,559 | 12% |
| **Rural** | | | |
| Crashes | 142,499 | 15,578 | 11% |
| Rural Deaths | 1,209 | 516 | 43% |
| Rural Injuries | 79,771 | 13,703 | 17% |

## SUMMARY OF PERSONS **KILLED** IN CRASHES BY THE AGE OF THE DRINKING DRIVER AT FAULT

| Driver Age | Who the Driver at Fault Killed | | | Total Deaths | % Alcohol Deaths |
|---|---|---|---|---|---|
| | Themselves | Their Passengers | Others | | |
| 16 | 6 | 6 | – | 12 | 1.6% |
| 17 | 10 | 12 | – | 22 | 2.9% |
| 18 | 19 | 5 | 5 | 29 | 3.8% |
| 19 | 12 | 6 | 8 | 26 | 3.4% |
| 20 | 22 | 16 | 3 | 41 | 5.4% |
| **16-20** | **69** | **45** | **16** | **130** | **17.0%** |
| 21 | 18 | 10 | 7 | 35 | 4.6% |
| 22 | 13 | 7 | 2 | 22 | 2.9% |
| 23 | 21 | 7 | 1 | 29 | 3.8% |
| 24 | 22 | 7 | 4 | 33 | 4.3% |
| 25 | 16 | 3 | 2 | 21 | 2.7% |
| **21-25** | **90** | **34** | **16** | **140** | **18.3%** |
| 26-30 | 95 | 27 | 28 | 150 | 19.6% |
| 31-35 | 48 | 11 | 24 | 83 | 10.8% |
| 36-40 | 41 | 7 | 9 | 57 | 7.4% |
| 41-45 | 24 | 6 | 3 | 33 | 4.3% |
| 46-50 | 16 | 5 | 1 | 22 | 2.9% |
| 51-55 | 13 | – | 2 | 15 | 2.0% |
| 56-60 | 7 | 1 | – | 8 | 1.0% |
| 61-65 | 9 | – | – | 9 | 1.2% |
| 66-70 | 4 | – | – | 4 | .5% |
| 71-75 | 4 | – | – | 4 | .5% |
| 76 & Up | 4 | 2 | – | 6 | .8% |
| **26 & Up** | **265** | **59** | **67** | **391** | **51.0%** |
| **TOTAL** | **424** | **138** | **99** | **661** | **86.3%** |

*Note: 1) The age of the people killed is not necessarily the same as the age of the driver at fault.*
*2) Totals exclude deaths in crashes where the age of the driver is unknown or under the age of 15.*

## SUMMARY OF PERSONS **INJURED** IN CRASHES BY THE AGE OF THE DRINKING DRIVER AT FAULT

| Driver Age | Who the Driver at Fault Injured: Themselves | Their Passengers | Others | Total Injured | % Alcohol Injuries |
|---|---|---|---|---|---|
| 16 | 162 | 136 | 75 | 373 | 1.3% |
| 17 | 319 | 261 | 132 | 712 | 2.4% |
| 18 | 592 | 430 | 229 | 1,251 | 4.3% |
| 19 | 646 | 373 | 267 | 1,286 | 4.4% |
| 20 | 655 | 365 | 274 | 1,294 | 4.4% |
| **16-20** | **2,374** | **1,565** | **977** | **4,916** | **16.8%** |
| 21 | 648 | 316 | 263 | 1,227 | 4.2% |
| 22 | 635 | 251 | 286 | 1,172 | 4.0% |
| 23 | 646 | 261 | 314 | 1,221 | 4.2% |
| 24 | 682 | 262 | 335 | 1,279 | 4.4% |
| 25 | 583 | 227 | 310 | 1,120 | 3.8% |
| **21-25** | **3,194** | **1,317** | **1,508** | **6,019** | **20.6%** |
| 26-30 | 2,707 | 843 | 1,505 | 5,055 | 17.3% |
| 31-35 | 1,775 | 487 | 1,074 | 3,336 | 11.4% |
| 36-40 | 1,089 | 232 | 719 | 2,040 | 7.0% |
| 41-45 | 660 | 127 | 551 | 1,338 | 4.6% |
| 46-50 | 411 | 72 | 328 | 811 | 2.8% |
| 51-55 | 236 | 40 | 242 | 518 | 1.8% |
| 56-60 | 222 | 34 | 235 | 491 | 1.7% |
| 61-65 | 169 | 26 | 213 | 408 | 1.4% |
| 66-70 | 98 | 11 | 115 | 224 | .8% |
| 71-75 | 52 | 7 | 54 | 113 | .4% |
| 76 & Up | 38 | 9 | 41 | 88 | .3% |
| **26 & Up** | **7,457** | **1,888** | **5,077** | **14,422** | **49.3%** |
| **TOTAL** | **13,025** | **4,770** | **7,582** | **25,357** | **86.7%** |

*Note: 1) The age of the people injured is not necessarily the same as the age of the driver at fault.*
*2) Totals exclude injuries in crashes where the age of the driver is unknown or under the age of 15.*

## BLOOD ALCOHOL CONCENTRATIONS OF DRINKING DRIVERS BY AGE AT FAULT IN FATAL CRASHES FOR A FIVE YEAR PERIOD*

| Age | Drinking Drivers at Fault | At Fault with BAC's | BAC Test Results .01-.09 | .10-.19 | .20+ | % with BAC .10 or higher | % with BAC .20 or higher |
|---|---|---|---|---|---|---|---|
| 15 & Under | 11 | 5 | 4 | 1 | – | 20% | – |
| 16-20 | 753 | 520 | 141 | 259 | 120 | 73% | 23% |
| 21-25 | 963 | 642 | 95 | 337 | 210 | 85% | 33% |
| 26-30 | 710 | 513 | 66 | 210 | 237 | 87% | 46% |
| 31-35 | 431 | 308 | 40 | 138 | 130 | 87% | 42% |
| 36-40 | 285 | 203 | 24 | 69 | 110 | 88% | 54% |
| 41-50 | 233 | 164 | 18 | 56 | 90 | 89% | 55% |
| 51-60 | 127 | 100 | 12 | 30 | 58 | 88% | 58% |
| 61-70 | 67 | 49 | 8 | 20 | 21 | 84% | 43% |
| 71 & Over | 29 | 26 | 10 | 9 | 7 | 62% | 27% |
| Age Unknown | 4 | 2 | – | 2 | – | 100% | – |
| **TOTAL** | **3,613** | **2,532** | **418** | **1,131** | **983** | **83%** | **39%** |

** 1983 to 1988*

## PERSONS CONVICTED OF DUI WHILE UNDER LICENSE SUSPENSION

| Year | DUI Convictions | While Under Suspension | % While Suspended |
|---|---|---|---|
| 1984 | 67,590 | 5,623 | 8% |
| 1985 | 67,738 | 7,601 | 11% |
| 1986 | 70,417 | 9,679 | 14% |
| 1987 | 68,538 | 10,727 | 16% |
| 1988 | 70,421 | 11,432 | 16% |

## D.U.I. CONVICTIONS BY COUNTY 1986-1988

| County | 1986 | 1987 | 1988 | Total | County | 1986 | 1987 | 1988 | Total |
|---|---|---|---|---|---|---|---|---|---|
| Adams | 151 | 153 | 177 | 481 | Logan | 181 | 182 | 179 | 542 |
| Allen | 631 | 662 | 693 | 1,986 | Lorain | 2,225 | 2,204 | 2,102 | 6,531 |
| Ashland | 346 | 304 | 362 | 1,012 | Lucas | 3,099 | 2,936 | 2,635 | 8,670 |
| Ashtabula | 867 | 882 | 1,061 | 2,810 | Madison | 383 | 325 | 265 | 973 |
| Athens | 430 | 479 | 592 | 1,501 | Mahoning | 1,335 | 1,362 | 1,320 | 4,017 |
| Auglaize | 314 | 341 | 393 | 1,048 | Marion | 568 | 601 | 538 | 1,707 |
| Belmont | 595 | 555 | 553 | 1,703 | Medina | 992 | 919 | 828 | 2,739 |
| Brown | 565 | 478 | 642 | 1,685 | Meigs | 305 | 216 | 258 | 779 |
| Butler | 2,432 | 2,469 | 2,398 | 7,299 | Mercer | 151 | 203 | 252 | 606 |
| Carroll | 192 | 151 | 108 | 451 | Miami | 552 | 433 | 393 | 1,378 |
| Champaign | 159 | 130 | 168 | 457 | Monroe | 43 | 58 | 33 | 134 |
| Clark | 745 | 866 | 789 | 2,400 | Montgomery | 2,980 | 2,503 | 2,490 | 7,973 |
| Clermont | 1,305 | 1,172 | 1,464 | 3,941 | Morgan | 70 | 42 | 44 | 156 |
| Clinton | 322 | 376 | 429 | 1,127 | Morrow | 201 | 275 | 256 | 732 |
| Columbiana | 694 | 552 | 569 | 1,815 | Muskingum | 539 | 524 | 571 | 1,634 |
| Coshocton | 198 | 147 | 141 | 486 | Noble | 22 | 27 | 20 | 69 |
| Crawford | 439 | 414 | 495 | 1,348 | Ottawa | 337 | 371 | 303 | 1,011 |
| Cuyahoga | 5,402 | 4,764 | 4,617 | 14,783 | Paulding | 137 | 94 | 146 | 377 |
| Darke | 296 | 323 | 356 | 975 | Perry | 150 | 158 | 141 | 449 |
| Defiance | 349 | 364 | 371 | 1,084 | Pickaway | 388 | 388 | 383 | 1,159 |
| Delaware | 585 | 488 | 474 | 1,547 | Pike | 185 | 209 | 198 | 592 |
| Erie | 927 | 988 | 1,053 | 2,968 | Portage | 1,448 | 1,392 | 1,415 | 4,255 |
| Fairfield | 536 | 457 | 582 | 1,575 | Preble | 234 | 177 | 231 | 642 |
| Fayette | 148 | 196 | 176 | 520 | Putnam | 113 | 78 | 85 | 276 |
| Franklin | 6,592 | 7,420 | 7,262 | 21,274 | Richland | 1,078 | 971 | 924 | 2,973 |
| Fulton | 280 | 363 | 346 | 989 | Ross | 480 | 446 | 497 | 1,423 |
| Gallia | 318 | 307 | 316 | 941 | Sandusky | 628 | 632 | 741 | 2,001 |
| Geauga | 622 | 452 | 625 | 1,699 | Scioto | 664 | 652 | 794 | 2,110 |
| Greene | 792 | 710 | 881 | 2,383 | Seneca | 436 | 408 | 350 | 1,194 |
| Guernsey | 526 | 484 | 385 | 1,395 | Shelby | 223 | 207 | 273 | 703 |
| Hamilton | 6,970 | 6,378 | 6,284 | 19,632 | Stark | 1,898 | 1,898 | 1,950 | 5,746 |
| Hancock | 495 | 483 | 578 | 1,556 | Summit | 2,984 | 3,056 | 3,030 | 9,070 |
| Hardin | 66 | 53 | 90 | 209 | Trumbull | 1,131 | 1,260 | 1,271 | 3,662 |
| Harrison | 42 | 43 | 60 | 145 | Tuscarawas | 467 | 549 | 595 | 1,611 |
| Henry | 131 | 96 | 129 | 356 | Union | 276 | 253 | 299 | 828 |
| Highland | 129 | 116 | 233 | 478 | Van Wert | 166 | 135 | 141 | 442 |
| Hocking | 168 | 139 | 195 | 502 | Vinton | 32 | 28 | 50 | 110 |
| Holmes | 99 | 95 | 106 | 300 | Warren | 782 | 772 | 863 | 2,417 |
| Huron | 727 | 659 | 656 | 2,042 | Washington | 641 | 602 | 508 | 1,751 |
| Jackson | 136 | 146 | 146 | 428 | Wayne | 708 | 691 | 642 | 2,041 |
| Jefferson | 381 | 383 | 431 | 1,195 | Williams | 297 | 397 | 267 | 961 |
| Knox | 197 | 281 | 360 | 838 | Wood | 770 | 793 | 638 | 2,111 |
| Lake | 1,417 | 1,253 | 1,618 | 4,288 | Wyandot | 222 | 220 | 235 | 677 |
| Lawrence | 514 | 453 | 876 | 1,843 | | | | | |
| Licking | 666 | 956 | 1,027 | 2,649 | **TOTAL** | **70,417** | **68,538** | **70,421** | **209,376** |

## D.U.I. CONVICTIONS 1986 - 1988 BY AGE

| Age Group | 1986 | 1987 | 1988 | 3-Year Average |
|---|---|---|---|---|
| 16 | 132 | – | – | 132 |
| 17 | 484 | 432 | 491 | 1,407 |
| 18 | 1,190 | 1,072 | 1,178 | 3,440 |
| 19 | 2,224 | 2,032 | 2,009 | 6,265 |
| 20 | 2,740 | 2,603 | 2,524 | 7,867 |
| **16-20** | **6,770** | **6,139** | **6,202** | **19,111** |
| 21 | 3,153 | 2,890 | 2,792 | 8,835 |
| 22 | 3,481 | 3,014 | 3,088 | 9,583 |
| 23 | 3,609 | 3,363 | 3,100 | 10,072 |
| 24 | 3,523 | 3,436 | 3,281 | 10,240 |
| 25 | 3,752 | 3,366 | 3,394 | 10,512 |
| **21-25** | **17,518** | **16,069** | **15,655** | **49,242** |
| 26 | 3,432 | 3,297 | 3,231 | 9,960 |
| 27 | 3,248 | 3,339 | 3,347 | 9,934 |
| 28 | 3,064 | 3,177 | 3,322 | 9,563 |
| 29 | 3,006 | 2,962 | 3,107 | 9,075 |
| 30 | 2,772 | 2,776 | 2,909 | 8,457 |
| **26-30** | **15,522** | **15,551** | **15,916** | **46,989** |
| 31-35 | 10,100 | 10,702 | 11,728 | 32,530 |
| 36-40 | 7,071 | 7,171 | 7,578 | 21,820 |
| 41-45 | 4,584 | 4,517 | 4,874 | 13,975 |
| 46-50 | 3,090 | 3,018 | 3,237 | 9,345 |
| 51-55 | 2,297 | 2,086 | 2,008 | 6,391 |
| 56-60 | 1,657 | 1,532 | 1,445 | 4,634 |
| 61-65 | 1,067 | 1,007 | 1,032 | 3,106 |
| 66-70 | 489 | 497 | 512 | 1,498 |
| 71-75 | 177 | 185 | 172 | 534 |
| 76 & Over | 75 | 64 | 62 | 201 |
| **TOTAL** | **70,417** | **68,538** | **70,421** | **209,376** |

## PERCENTAGE OF DRIVERS & D.U.I. CONVICTIONS BY AGE

| Age Group | Percent of Drivers | 1988 % of DUI Convictions |
|---|---|---|
| 16-20 | 8.1% | 8.8% |
| 21-25 | 10.47% | 22.2% |
| 26-30 | 11.76% | 22.6% |
| 31-35 | 11.85% | 16.7% |
| 36-40 | 10.73% | 10.8% |
| 41-45 | 8.93% | 6.9% |
| 46-50 | 7.35% | 4.6% |
| 51-55 | 6.29% | 2.9% |
| 56-60 | 6.14% | 2.1% |
| 61-65 | 6.07% | 1.5% |
| 66-70 | 5.04% | .7% |
| 71-75 | 3.64% | .2% |
| 76 & Over | 3.63% | .1% |
| **Total** | **100%** | **100%** |

## D.U.I. PROFILE FOR FIRST-TIME AND PREVIOUS D.U.I. OFFENDERS BY AGE

| Age | Total DUI | First-Time DUI Offender | Percent | Previous DUI Offender | Percent |
|---|---|---|---|---|---|
| 16 | – | – | – | – | – |
| 17 | 491 | 487 | 99.2% | 4 | .8% |
| 18 | 1,178 | 1,144 | 97.1% | 34 | 2.9% |
| 19 | 2,009 | 1,847 | 91.9% | 162 | 8.1% |
| 20 | 2,524 | 2,202 | 87.2% | 322 | 12.8% |
| **16-20** | **6,202** | **5,680** | **91.6%** | **522** | **8.4%** |
| 21 | 2,792 | 2,323 | 83.2% | 469 | 16.8% |
| 22 | 3,088 | 2,359 | 76.4% | 729 | 23.6% |
| 23 | 3,100 | 2,172 | 70.1% | 928 | 29.9% |
| 24 | 3,281 | 2,241 | 68.3% | 1,040 | 31.7% |
| 25 | 3,394 | 2,223 | 65.5% | 1,171 | 34.5% |
| **21-25** | **15,655** | **11,318** | **72.3%** | **4,337** | **27.7%** |
| 26 | 3,231 | 2,039 | 63.1% | 1,192 | 36.9% |
| 27 | 3,347 | 2,113 | 63.1% | 1,234 | 36.9% |
| 28 | 3,322 | 2,065 | 62.2% | 1,257 | 37.8% |
| 29 | 3,107 | 1,936 | 62.3% | 1,171 | 37.7% |
| 30 | 2,909 | 1,799 | 61.8% | 1,110 | 38.2% |
| **26-30** | **15,916** | **9,952** | **62.5%** | **5,964** | **37.5%** |
| 31-35 | 11,728 | 7,290 | 62.2% | 4,438 | 37.8% |
| 36-40 | 7,578 | 4,904 | 64.7% | 2,674 | 35.3% |
| 41-45 | 4,874 | 3,164 | 64.9% | 1,710 | 35.1% |
| 46-50 | 3,237 | 2,123 | 65.6% | 1,114 | 34.4% |
| 51-55 | 2,008 | 1,347 | 67.1% | 661 | 32.9% |
| 56-60 | 1,445 | 999 | 69.1% | 446 | 30.9% |
| 61-65 | 1,032 | 713 | 69.1% | 319 | 30.9% |
| 66-70 | 512 | 363 | 70.9% | 149 | 29.1% |
| 71-75 | 172 | 122 | 70.9% | 50 | 29.1% |
| 76-Over | 62 | 53 | 85.5% | 9 | 14.5% |
| **TOTAL** | **70,421** | **48,028** | **68.2%** | **22,393** | **31.8%** |

## DEFINITIONS

**Alcohol Related Crash:** A crash in which a vehicle driver or pedestrian had been drinking.

**At Fault:** A term which identifies the person, animal, or condition that was the primary cause of a motor vehicle crash.

**Blood Alcohol Concentration (BAC):** The level of alcohol in a person's bloodstream. In Ohio, the legal limit of .10 equals a blood alcohol concentration of 1 part per thousand.

**Child Safety Seat:** Safety devices designed to fit in motor vehicles that keep children securely in place. The seats are required by law for children weighing under 40 pounds or who are less than four years old.

**Crash:** An occurrence involving a moving motor vehicle which produces bodily injury or property damage. Crashes are generally caused by driver error, a defect in the vehicle or in the road pavement, or an obstruction on the pavement. It occurs on a road, or after the motor vehicle runs off the road, but before events are stabilized.

**Drinking Driver or Pedestrian:** A person identified as one who had been drinking at the time of the crash regardless of the level of impairment.

**Driver:** Any person operating a vehicle, including non-motorized vehicles.

**Economic Loss:** An estimate of the cost of traffic crashes. Cost estimates for crashes and injuries of various severities are based upon lost wages, medical costs, and vehicle repair costs. These estimates are established from national statistics.

**Fatality vs. Fatal Crash:** A fatality is a death that results from a traffic crash. A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more people. A fatal crash can cause one or more fatalities.

**Injury:** (Motor vehicle-related) Personal injuries are classified by the reporting officer as follows:

1. Fatality — An injury that results in death within 30 days after the date of the crash.

2. Serious visible injury — An injury other than a fatality that prevents the injured person from continuing the normal activities he (she) was capable of performing prior to the crash.

3. Minor visible injury — An injury, other than a fatality or serious injury, which is evident to the observer at the crash scene.

4. No visible injury — An injury that is not evident to the observer, but is claimed by the person, or suspected because of behavior.

**Moped:** A pedalcycle that has a motor.

**Motor Vehicle:** Any self-propelled vehicle that does not run on rails. Examples include, but are not limited to automobiles, trucks, tractor-trailers, and motorcycles.

**Occupant Restraints:** Devices for the protection of vehicle occupants found in motor vehicles which keep the driver and passengers in their seats and prevent them from being ejected from the motor vehicle upon impact. Restraint devices include lap belts, lap/shoulder harness combinations, and air bags.

**Occupant Restraint Usage:** The usage of occupant restraints reported in this document is based upon either the usage indicated in traffic crash reports or observed usage. Usage rates from field observations include outboard front seat occupants and small children covered by Ohio's child safety seat law.

**Property Damage Crash:** A traffic crash which results in no injuries or fatalities. Ohio law requires that all crashes resulting in more than $150 in damage be reported to the Ohio Department of Highway Safety on the OH-1 Traffic Crash Report.

**Rural Area:** An incorporated or unincorporated area with a population under 2,500.

**Single vs. Multiple Vehicle Crashes:** Single vehicle crashes involve only one motor vehicle, but may include pedestrians. Multiple vehicle crashes involve two or more motor vehicles and may also include pedestrians.

**Speed Related Crash:** A traffic crash in which one or more vehicles were reported as exceeding the posted speed limit and/or where the reporting officer indicated that excessive speed for roadway conditions or loss of control was a contributing factor.

**Urban Area:** An area that is incorporated, usually a city with a population of 2,500 or more people.

**Youthful Driver:** A driver is considered a youthful driver if his or her age at the time of the crash was between 16 and 24, inclusive.

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